



|  |  |
|--|--|
| <b>Newport Way: SR 900 to SE 54th Street, Corridor Concept</b> | <b>Proposed Council Action:</b><br>Approve |
|--|--|

|                                  |   |
|----------------------------------|---|
| <b>DEPARTMENT OF</b>             | PWE - Public Works Engineering, Brianne Ross  |
| <b>COUNCIL COMMITTEE LIAISON</b> | n/a   |
| <b>OTHER COUNCIL MEETINGS</b>    | Sept. 18, 2017 (AB 7477); Nov. 6, 2017 (AB 7486)  |
| <b>EXHIBITS</b>                  | A. Design Report & Appendices (revised)<br>B. PSRC Grant Award Schedule<br>C. CIP Excerpt (TR 022)<br>D. Presentation |

| <b>POLICY &amp; BUDGET INFO</b> |   | <b>Expenditure Required</b> |
|---------------------------------|---|-----------------------------|
| Comp Plan Policy Nos.           | TA3, TA4, TD3, TE1, TG1, TG6, TG8, TJ4, TK1 | \$ n/a                      |
| Consistent:                     | Yes   | <b>Amount Budgeted</b>      |
| Other Policies                  | n/a   | \$ n/a                      |

**SUMMARY STATEMENT**

This agenda bill seeks Council approval of a preferred concept for the Newport Way NW - SR 900 to SE 54th Street Corridor Concept Project. It is proposed that the AB be referred to the Nov. 13 Council Work Session and Nov. 16 Council Infrastructure Committee for review prior to approval at the Dec. 4 Regular Council Meeting.

**Public Engagement**

The Newport Way NW - SR 900 to SE 54th St Corridor Concept project kicked off in May 2017 with a presentation to the Council Infrastructure Committee on the scope of the planning work to be completed in 2017. Since May 2017, staff has held five public meetings, provided project update presentations at two additional Council meetings, worked together inter-departmentally, and met with external project stakeholders. The valuable collaboration has shaped the corridor concept presented in the attached Design Report (Exhibit A\*).

The Newport Way NW - SR 900 to SE 54th St Corridor Concept project was the pilot project for staff's use of the "Design-Engage" continuum with community members. This project began at the full-engagement and concept design phase of the continuum, proceeded through the "confirm" phase and, should Council approve the concept, will move further in the "share" and final design phase (Exhibit A, Page 15).

\* Note, the design schedule and funding on Exhibit A, Page 38 will be updated and provided as part of the work session and CIC agenda packets.

**Preferred Concept**

A corridor concept considers what design elements should be included. The preferred corridor concept for Newport Way NW includes the following design elements as presented in the Design Report:

- | Sidewalk on the south side
- | Multi-use Mountains to Sound Greenway trail on the north side
- | Landscape buffer on both sides
- | Bike lanes in each direction

- | One vehicle lane in each direction
- | Left turn lanes or receiving lanes as needed
- | Center median as needed to separate the turn lanes

A corridor concept also considers the method of intersection control at each driveway and access point along the corridor. The design solution for each intersection is outlined in the Design Report. In summary, Newport Way NW will remain freeflow, without stop signs or traffic signals, and with one roundabout installed at the intersection with the Gateway Apartments and Spyglass development. Left turn lanes and left turn receiving lanes will be added, as feasible, to help facilitate current residents' access on the Newport Way corridor.

### **Next Steps**

The corridor concept has addressed the operational needs of the corridor at a 10% design level. The next step for this project is to take the concept forward into design where the roadway elevations, walls, utility design, pedestrian crossing treatments, future transit and school bus stop locations, and corridor aesthetics will be considered. During final design, minor adjustments may be made in light of additional information gathered during the design process.

### **Grant Funding Opportunity**

Council authorized the submittal of a PSRC Transportation Alternatives Program (TAP) Grant application for the design phase of Newport Way Improvements from SR 900 to SE 54th St on Sept. 18, 2017 (AB 7477). The PSRC TAP Grant had a \$2.5 million maximum grant request per project and a 13.5% match requirement. The City requested the maximum grant possible of \$2.5 million for the design phase of this project. The City has been notified that the PSRC project selection committee will be recommending that the project be funded for design in 2018. However, it is the last project on the list to be recommended for funding and there is only \$1,550,888 remaining, reducing our possible grant from \$2.5 million to roughly \$1.5 million. Please see attached PSRC Grant schedule for details on when the grant may be officially awarded and the funds available to the project (Exhibit B).

This project has been identified in the City's adopted Capital Improvement Plan (Exhibit C, Project #TR 022).

### **Consistency With Comprehensive Plan:**

T Policy A3 Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and nonmotorized improvements that implement the Roadway, Transit and Nonmotorized 2 year plans (Figures T-2, T- 10 and T-4). Use the best available technologies when implementing these projects

T Policy A4 Provide a seamless roadway and nonmotorized network through implementation of the Roadway, Transit and Nonmotorized 20-year plans (Figures T-2, T-10 and T-4).

T Policy D3 Provide access from every neighborhood to the adjacent City trail system, transit facilities and all City parks and recreation facilities.

T Policy E1 Design streets to ensure a safe and comfortable pedestrian environment that includes pedestrian a bicycle facilities and gathering spaces

T Policy G1 Require that all streets be Complete Streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities.

T Policy G6 Adequately fund, design and build the roadway network in accordance with the 20- Year Roadway Plan shown in Figure T-2 in order to accommodate the City's anticipated future growth.

T Policy G8 Facilitate the smooth flow of traffic on major arterial through signal coordination and other available technologies.

T Policy J4 Assure safe walking and cycling conditions for students who walk to and from school.

T Policy K1 Provide sidewalks whenever new corridors are constructed and when properties are redeveloped.

T Policy K2 Separate pedestrians from traffic lanes by the use of street trees and landscaped strips unless physical obstacles present significant difficulties or budget constraints are present.

T Policy N1 Partner with the State Department of Transportation, Puget Sound Regional Council, Sound Transit, King County and the cities of Sammamish and Bellevue to influence regional decision making processes that promote the transportation system in the Issaquah community.

T Policy N2 Enter into interlocal agreements with regional agencies and adjacent jurisdictions that mandate the shared financial responsibility of mitigating impacts of new developments and their associated transportation facilities as well as those that benefit the regional transportation system.

**Administration's Recommendation:**

Approve the preferred corridor concept recommended in the Newport Way NW, SR 900 to SE 54th Street Design Report.

**Update:**

An informational presentation on the preferred concept for the Newport Way NW - SR 900 to SE 54th Street Corridor Concept Project was provided at the Nov. 13, 2017 Council Work Session.

On Nov. 16, 2017 the Council Infrastructure Committee received a presentation on AB 7486. Following discussion, the Committee recommended approval of the preferred corridor concept as described in the Newport Way NW, SR 900 to SE 54th Street Design Report (vote: 2-1). The Committee requested placement of this item under Regular Business at the Dec. 4, 2017 Council meeting.

The Design Report has been updated (Exhibit A) to include all appendices. The complete report and appendices were provided in the agenda packets for both the Nov. 13 work session and Nov. 16 Council Infrastructure Committee meetings.

A staff presentation will be provided at Monday's meeting (Exhibit D).

**Alternative(s):**

1) Do not approve the recommended corridor concept contained in the Newport Way NW - SR 900 to SE 54th St Design Report and continue funding the planning phase of the project. [Impact: Project would start over, which would eliminate the possibility of coordinating proposed improvements with current developers and jeopardize the City's ability to accept and deliver on the potential PSRC grant.]

2) Do not approve the recommended corridor concept contained in the Newport Way NW - SR 900 to SE 54th St Design Report and stop funding the design phase of the project. [Impact: Forfeit potential PSRC grant and limit improvements on Newport Way to developer frontage improvements, which would still require coordination between City Staff and the developers to interpret what has already been adopted as the concept through the Central Issaquah Plan.]

**RECOMMENDATION**

*Council Infrastructure Committee / Bill Ramos, Chair:*

MOVE TO:

~~Refer AB 7486 to the Nov. 13, 2017 Council Committee Work Session and Nov. 16, 2017 Council Infrastructure Committee meetings for review and recommendation, returning to the full Council on Dec. 4, 2017.~~

MOVE TO: Approve the preferred corridor concept recommended in the Newport Way NW, SR 900 to SE 54th Street Design Report.

# NEWPORT WAY NW DESIGN REPORT



NOVEMBER 17, 2017

this page intentionally left blank

**Disclaimer:**

*This Design Report has been prepared for the City of Issaquah and documents preliminary design for improvements to the segment of Newport Way NW between SE 54th Street and SR 900.*

*The information contained in this report are the professional opinions of the team members during the Preliminary (10%) Design Phase. The design options are based on the City's Central Issaquah Plan, extensive community outreach through workshops and Home Owners Association (HOA) meetings, and coordination with City Staff, adjacent development projects and other stakeholders.*

This report was prepared by:

**KPG**

3131 Elliott Avenue, Suite 400  
Seattle, WA 98121

# TABLE OF CONTENTS

## Executive Summary

|     |                         |   |
|-----|-------------------------|---|
| 1.1 | Background .....        | 1 |
| 1.2 | Purpose .....           | 1 |
| 1.3 | Preferred Concept ..... | 2 |
| 1.4 | Next Steps .....        | 2 |

## Introduction

|     |   |   |
|-----|---|---|
| 2.1 | Overview.....                           | 3 |
| 2.2 | Construction and Planning History ..... | 4 |
| 2.3 | Project Objectives.....                 | 4 |

## Site Characteristics

|       |                                  |   |
|-------|----------------------------------|---|
| 3.1   | Existing Roadway .....           | 5 |
| 3.2   | Existing Right of Way.....       | 6 |
| 3.3   | Existing Critical Areas.....     | 6 |
| 3.3.1 | Classified Wetland Areas.....    | 6 |
| 3.3.2 | Stream Crossings.....            | 6 |
| 3.4   | Existing Utilities .....         | 6 |
| 3.5   | Existing Traffic Volumes .....   | 7 |
| 3.6   | Existing Traffic Operations..... | 8 |
| 3.7   | Existing Transit Operations..... | 8 |
| 3.8   | Nearby Destinations .....        | 9 |

## Overview of Design Process

|       |  |    |
|-------|--|----|
| 4.1   | Project Guidelines and Constraints .....         | 10 |
| 4.1.1 | Engineering Requirements.....                    | 10 |
| 4.1.2 | Stakeholder Requirements .....                   | 10 |
| 4.1.3 | Neighborhood Coordination.....                   | 10 |
| 4.1.4 | Developer Requirements.....                      | 10 |
| 4.1.5 | Physical Constraints.....                        | 10 |
| 4.1.6 | Other Studies, Requirements and Constraints..... | 11 |
| 4.2   | Community Outreach and Stakeholder Meetings..... | 11 |

## Future Traffic Analysis

|     |  |    |
|-----|--|----|
| 5.1 | Travel Demand Model .....              | 16 |
| 5.2 | 2040 Traffic Volumes .....             | 16 |
| 5.3 | 2040 Baseline Traffic Operations ..... | 16 |

## Preliminary Design

|       |  |    |
|-------|--|----|
| 6.1   | Recommended Design Alternative .....                     | 18 |
| 6.1.1 | Balancing Priorities.....                                | 18 |
| 6.1.2 | Recommended Cross Section.....                           | 18 |
| 6.1.3 | Other Design Alternatives Considered.....                | 19 |
| 6.1.4 | Recommended Design Concept.....                          | 21 |
| 6.2   | Preferred Intersection and Access Configuration .....    | 22 |
| 6.2.1 | Design Considerations.....                               | 22 |
| 6.2.2 | Intersection and Crosswalk Design Solutions .....        | 22 |
| 6.2.3 | SE 54th Street.....                                      | 23 |
| 6.2.4 | Gateway Senior Housing Driveway.....                     | 25 |
| 6.2.5 | Pine Cone Drive NW .....                                 | 26 |
| 6.2.6 | NW Pacific Elm Drive (Eastern Driveway to Spyglass) .... | 28 |

|        |  |    |
|--------|--|----|
| 6.2.7  | Sammamish Pointe (Eastern Driveway).....             | 29 |
| 6.2.8  | Oakcrest Drive and Riva Development .....            | 30 |
| 6.2.9  | King County Trailhead Parking Lot.....               | 32 |
| 6.2.10 | Bergsma Development .....                            | 34 |
| 6.2.11 | SR 900.....  | 35 |
| 6.3    | 2040 Traffic Operations with Improvements .....      | 36 |
| 6.2.1  | Other Intersection Traffic Controls Considered ..... | 37 |

### Next Steps

|     |                       |    |
|-----|-----------------------|----|
| 7.1 | Design Schedule ..... | 38 |
| 7.2 | Design Phase .....    | 38 |

### Opinion of Probable Cost .....39

### Appendices

|    |  |
|----|--|
| A. | Existing and 2040 Intersection Traffic Volumes   |
| B. | May 18, 2017 Council Infrastructure Committee Presentation - Project Introduction  |
| C. | June 7, 2017 Design Workshop #1 - Presentation Slides  |
| D. | June 7 Design Workshop #1 - Public Comments Received   |
| E. | June 7, 2017 Design Workshop #1 - Presentation Boards  |
| F. | June 7, 2017 Design Workshop #1 - Photos   |
| G. | June 14, 2017 Design Workshop #2 - Presentation Slides   |
| H. | June 14, 2017 Design Workshop #2 - Public Comments Received  |
| I. | June 14, 2017 Design Workshop #2 - Presentation Boards   |
| J. | June 14, 2017 Design Workshop #2 - Photos  |
| K. | June 15, 2017 Council Infrastructure Committee - Project Intro Presentation Slides   |
| L. | July 24, 2017 Development Related Neighborhood Meeting #1 - Presentation Slides  |
| M. | July 24, 2017 Development Related Neighborhood Meeting #1 - Proposed Developer Frontage Improvements                       |
| N. | July 24, 2017 Development Related Neighborhood Meeting #1 - Public Comments Received                                       |
| O. | July 24, 2017 Development Related Neighborhood Meeting #1 - Photos   |
| P. | August 22, 2017 Development Related Neighborhood Meeting #2 - Presentation Boards/Handouts                                 |
| Q. | August 22, 2017 Development Related Neighborhood Meeting #2 - Public Comments Received                                     |
| R. | August 22, 2017 Development Related Neighborhood Meeting #2 - Photos   |
| S. | September 18, 2017 Regular Council Presentation to authorize submittal of PSRC TAP grant application - Presentation Slides |
| T. | Agenda Bill 7477 - Authorize Submittal of PSRC TAP Grant Application   |
| U. | October 2-11, 2017 - Stakeholder Comments Received   |
| V. | October 23, 2017 Public Open House - Presentation Boards/Handouts  |
| W. | October 23, 2017 Public Open House - Public Comments Received  |
| X. | October 23, 2017 Public Open House - Photos  |
| Y. | Preferred Design   |
| Z. | Engineer's Opinion of Probable Cost  |

this page intentionally left blank

**Figures and Tables**

**Figures**

- 1.1 Development Map ..... 1
- 1.3 Preferred Concept Cross Section ..... 2
- 2.1 Vicinity Map ..... 3
- 2.2.1 Rectangular Rapid Flashing Beacon ..... 4
- 2.2.2 Multi-use Trail with Pathway Lighting ..... 4
- 3.1 Proposed and Existing Intersection/Driveways ..... 5
- 3.8 Nearby Destinations ..... 9
- 4.2.1 Community Design Workshop #1 Engagement ..... 12
- 4.2.2 Community Design Workshop #2 Engagement ..... 12
- 4.2.3 Community Workshop #3 ..... 13
- 4.2.4 Spyglass and Sammamish Pointe Neighborhood Meeting Engagement ..... 13
- 4.2.5 Newport Way NW Community Meeting Engagement ..... 14
- 4.2.6 Community Engagement Process ..... 15
- 6.1.2 Recommended Cross Section ..... 19
- 6.1.3.1 Cross Section with Buffered Bike Lanes ..... 20
- 6.1.3.2 Cross Section with Multi-Use Trail on Both Sides ..... 20
- 6.1.3.3 Recommended Design Concept ..... 21
- 6.2.2 Raised Intersection ..... 22
- 6.2.3.1 SE 54th Street Preferred Design Concept Plan ..... 23
- 6.2.3.2 SE 54th Street Preferred Design Conceptual Image ..... 24
- 6.2.4.1 Gateway Senior Housing Driveway Preferred Design Concept Plan ..... 25
- 6.2.5.1 Pine Cone Drive NW Preferred Design Concept Plan ..... 26
- 6.2.5.2 Pine Cone Drive NW Preferred Design Conceptual Image ..... 27
- 6.2.6 NW Pacific Elm Drive (Eastern Driveway to Spyglass) Preferred Design Concept Plan ... 28
- 6.2.7 Sammamish Pointe (Eastern Driveway) Preferred Design Concept Plan ..... 29
- 6.2.8.1 Oakcrest Drive and Riva Development Preferred Design Concept Plan ..... 30
- 6.2.8.2 Oakcrest Drive and Riva Development Preferred Design Conceptual Image ..... 31
- 6.2.9.1 King County Trailhead Parking Lot Preferred Design Concept Plan ..... 32
- 6.2.9.2 King County Trailhead Parking Lot Preferred Design Conceptual Image ..... 33
- 6.2.10 Bergsma Development Preferred Design Concept Plan ..... 34
- 6.2.11 SR 900 Preferred Design Concept Plan ..... 35

**Tables**

- 3.5 Avg. Weekday Volumes on Newport Way NW, west of Pacific Elm Drive (east access) ..... 7
- 3.6 Existing Intersection Operations - AM and PM Peak Hour ..... 8
- 3.7 Issaquah Transit Center Bus Routes and Destinations ..... 9
- 5.2 Existing and Foreceasted Vehicles on Newport Way NW – East of NW Pacific Elm Dr ..... 16
- 5.3 2040 Baseline Intersection Operations – AM and PM Peak Hour ..... 17
- 6.3 2040 Intersection Operations for Baseline and with Improvements - AM and PM Peak Hour ..... 36
- 7.1 Proposed Design Schedule ..... 38

## EXECUTIVE SUMMARY

This section provides a summary of the project's background, need for improvements, purpose, description of the preferred concept, and next steps.

### 1.1 Background

The segment of Newport Way NW between SE 54th Street and SR 900 is an important local and regional corridor that provides access to several neighborhoods. This segment was originally built by King County as a two-lane rural roadway without curbs and non-motorized facilities. As new development has occurred along the corridor, some improvements have been made to add sections of sidewalk, bike lanes, crossing treatments, and an asphalt path along the north side of the street. The posted speed limit has been reduced to 30 miles per hour. As traffic volumes have increased along the corridor, it has become more difficult for drivers to access the neighborhoods along Newport Way NW.

Currently, along this segment of Newport Way NW, there are four new residential developments in various phases of planning and construction that will add approximately 600 housing units. This will increase the need for vehicle access and non-motorized improvements.

The previous planning study for Newport Way NW, the Central Issaquah Plan (2012) identified Newport Way NW as a three-lane multimodal corridor with improved non-motorized facilities. The Pedestrian Crossing Study (2015) confirmed the vision from the Central Issaquah Plan and added that the future corridor design should use intersections as opportunities to manage vehicle speeds, and improve vehicle delay and non-motorized mobility. This segment of Newport Way NW is part of the Mountains to Sound Greenway Trail, which will create a continuous non-motorized trail between Seattle and central Washington.



Figure 1.1 - Development Map

### 1.2 Purpose

The City of Issaquah identified the segment of Newport Way NW between SE 54th Street and SR 900 as a high priority for non-motorized and vehicle improvements. The project included an extensive community outreach process of neighborhood meetings, community workshops and stakeholder meetings in order to receive input on the issues and needs for the corridor. The purpose of this planning phase is to develop a preliminary (10%) design for the corridor that addresses these needs, explores alternative cross-sections and intersection treatments, and provides a layout of the corridor.

Through the community outreach process, the following project objectives were developed:

- Improve pedestrian and bicycle facilities and roadway crossings
- Improve vehicle access to neighborhoods
- Design for future traffic on the corridor
- Maintain or enhance the corridor character
- Provide continuous improvements from SE 54th Street to SR 900

This preliminary design will allow the City, residents and stakeholders to understand the potential benefits, impacts and costs of the project and to position the project to apply for grant funding.

### 1.3 Preferred Concept

The design team evaluated several alternatives for roadway cross-sections and intersection treatments, such as roundabouts, raised intersections, turn lanes, and various types of pedestrian and bicycle facilities.

The Preferred Concept was selected based on the engineering and operational analysis, and direction from the community outreach process.

The cross section shows the proposed facilities that are to be constructed along Newport Way NW, including

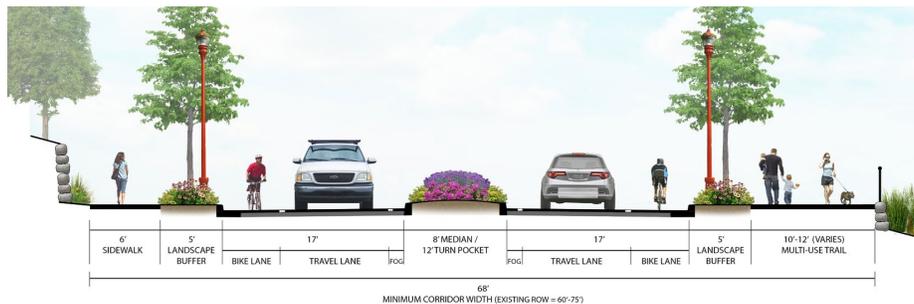


Figure 1.3 - Preferred Concept Cross Section

travel lanes for vehicles, planting areas, sidewalks, bicycle lanes and a multi-user trail on the north side of the street. A center left turn lane or a landscaped median is included for the segment of Newport Way NW between SE 54th Street and NW Oak Crest Drive.

The segment between NW Oak Crest Drive and the Bergsma Development access road does not include the center left turn lane/median to reduce the roadway width and because there is limited need for access to property.

### 1.4 Next Steps

The following preliminary exhibits and layouts are a result of an extensive community outreach process, coordination with inter-City Department meetings, and input from additional stakeholders such as King County Metro and Eastside Fire and Rescue. As this is not intended to be a final design, the following exhibits are meant to show the relationship between the proposed roadway corridor layout and the existing roadway corridor with adjacent land uses. As the project progresses towards final design, the development of Preferred Concept and preliminary (10%) design for the corridor will need to address the following steps in order to be constructed.

- Ongoing coordination with development projects along the corridor to ensure the preferred concept is incorporated into their frontage improvements
- Complete the corridor survey and environmental and geotechnical analyses
- Develop a design details such as grading limits for driveways, side slope embankments, and walls
- Determine utility improvements for City owned and franchise utilities and design utility corridor
- Design intersection treatments with detailed grading for ADA compliance
- Determine exact right-of-way (ROW) impacts through additional vertical design of roadway
- Pursue grants and other funding options
- Construct project improvements, potentially in multiple phases

## INTRODUCTION

This section provides an overview of the corridor, construction and planning history, and project objectives.

### 2.1 Overview

Newport Way NW is located within the City of Issaquah and is a two-lane minor arterial that connects several neighborhoods between the western City limits and SR 900. The project limits for this preliminary design are between SE 54th Street and SR 900. This two-lane road has bike lanes, gravel shoulders of varying widths, no continuous curb or gutter, and minimal roadway lighting. The north side of Newport Way NW has a multiuser asphalt path with curb stops along the roadway. The path is part of the Mountains to Sound Greenway Trail, which will construct a continuous non-motorized trail between Seattle and central Washington. Newport Way NW runs roughly parallel to the I-90 corridor and acts as a bypass route between Lakemont Boulevard SE and SR 900.

Presently, four new residential developments are in various phases of planning and construction along this segment of Newport Way NW. These new developments will add approximately 600 housing units and the main access to these new developments will be Newport Way NW.

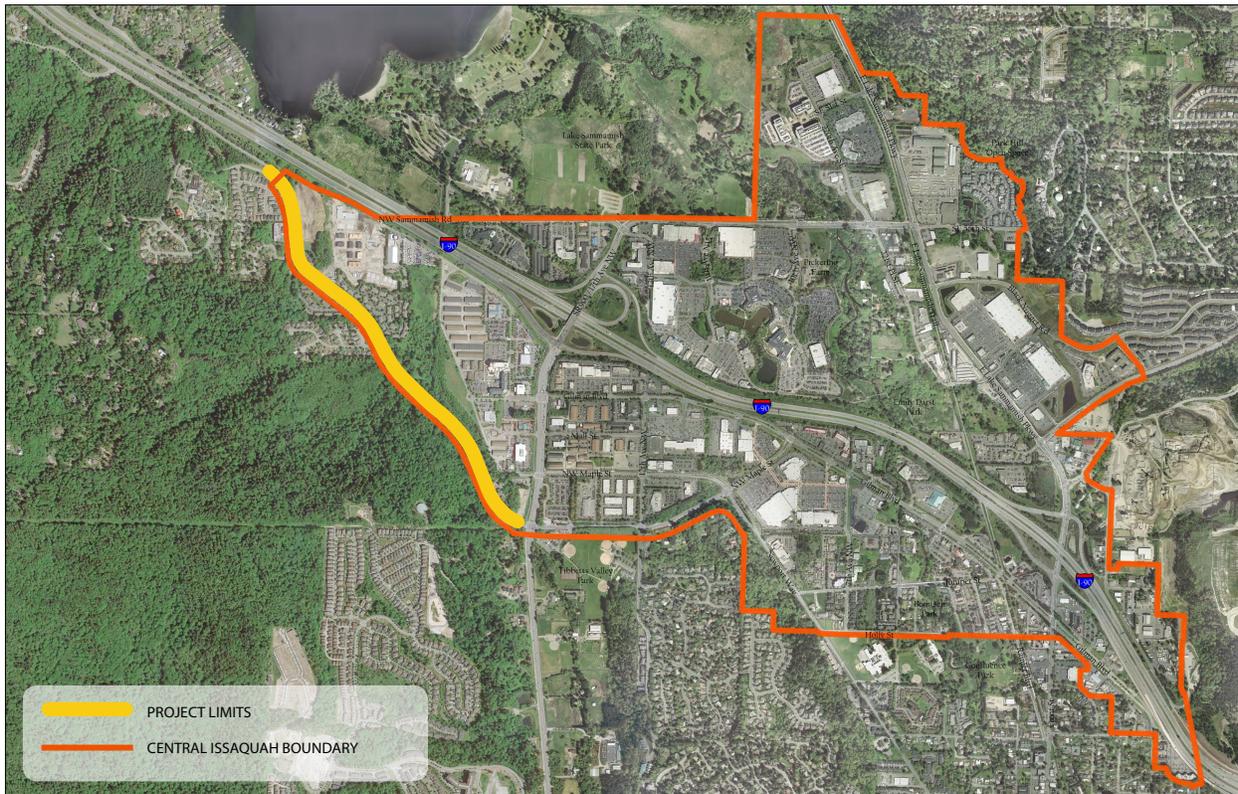


Figure 2.1 - Vicinity Map

## 2.2 Construction and Planning History

The City of Issaquah has conducted several studies and constructed the following temporary improvements along Newport Way NW in the last few years:

- 2009 – Pedestrian lighting and multi-use path added along the north side of Newport Way NW
- 2012 – Central Issaquah Plan adopted and the corridor was established as a Parkway
- 2014-2016 – Marked crosswalks along the corridor were upgraded to include rectangular rapid flashing beacons (RRFB)
- 2015 – Issaquah Pedestrian Crossing Study recommended the Parkway should include a multiuse path, roundabouts at select intersections, and identified the need to further analyze intersection controls



Figure 2.2.1 - Rectangular Rapid Flashing Beacon



Figure 2.2.2 - Multi-use Trail with Pathway Lighting

## 2.3 Project Objectives

The City of Issaquah has identified the segment of Newport Way NW between SE 54th Street and 17th Avenue NW (SR 900) as a high priority for vehicle and non-motorized improvements. Several community workshops, open houses, and stakeholder meetings were conducted to receive public input on the issues and needs for the corridor.

The corridor design follows the Central Issaquah Plan. The design objectives as confirmed by the initial workshop attendees include:

- Improve pedestrian and bicycle facilities and roadway crossings
- Improve vehicle access to neighborhoods
- Design for future traffic on the corridor
- Maintain or enhance the corridor character
- Provide continuous improvements

### SITE CHARACTERISTICS

#### 3.1 Existing Roadway

Newport Way NW is a minor arterial that runs northwest and southeast providing a direct link between SR 900 and I-90 at the West Lake Sammamish-Lakemont Boulevard SE interchange. The roadway is two-lanes wide with an approximately 5-foot bicycle lane in each direction. The roadway is heavily wooded on both sides with steep grades to the north and south of Newport Way NW. The current speed limit is posted at 30 mph.

Most of the corridor’s intersections serve individual residential developments, which are dependent on Newport Way NW for access and circulation. The map below shows the existing intersections along Newport Way NW and the four proposed intersections that will provide access to new developments. Along the north side of Newport Way NW, there is an extruded curb barrier-separated asphalt trail that is part of the Mountains to Sound Trail. Along the south side of Newport Way NW, there is a planter strip and 5’ sidewalk from SE 54th Street to Pinecone Drive NW. The rest of the corridor does not have a sidewalk along the south side of the street. There are three marked crosswalks with rectangular rapid flashing beacon (RRFB) across the Newport Way NW corridor at SE 54th Street, Pinecone Drive NW and Oakcrest Drive NW.

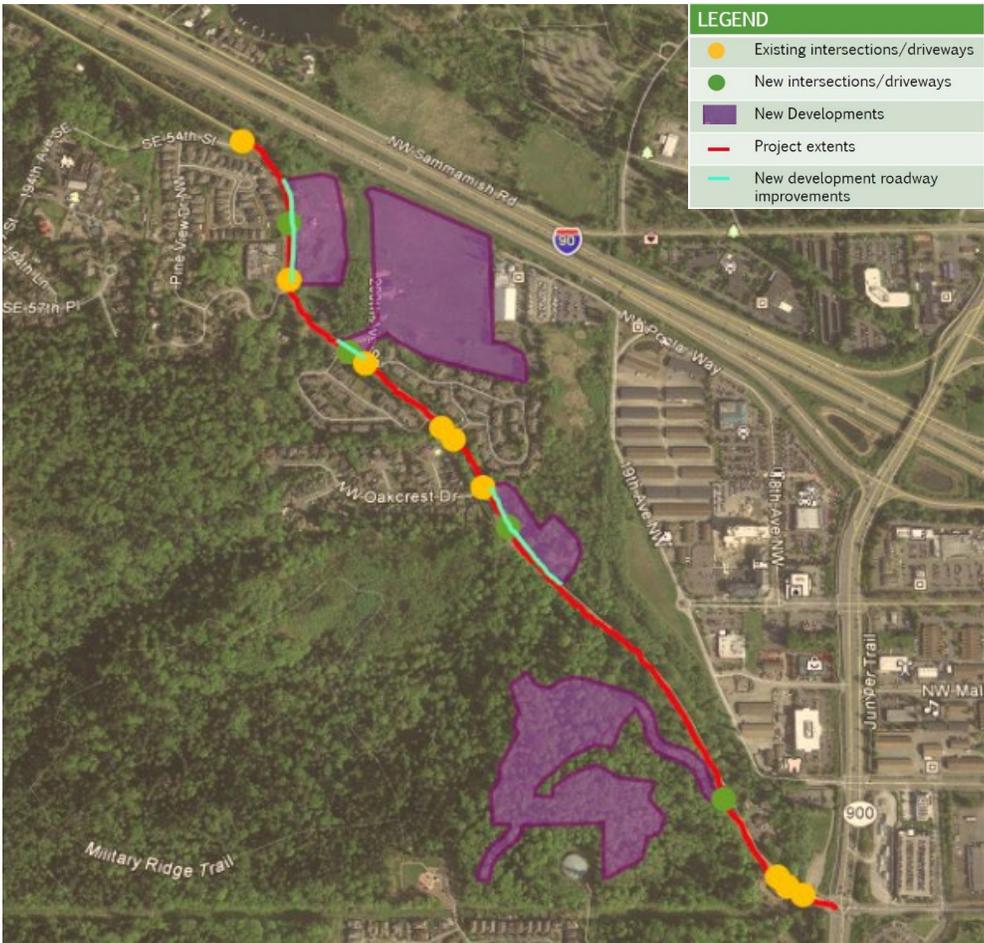


Figure 3.1 - Existing and Proposed Intersections/Driveways

## 3.2 Existing Right of Way

Along the project limits, Newport Way NW has the following right of way widths:

- 60 to 75 feet – From SE 54th Street to King County trailhead entrance at Cougar Mountain
- 60 feet – From King County trailhead entrance at Cougar Mountain to SR 900 intersection

## 3.3 Existing Critical Areas

### 3.3.1 Classified Wetland Areas

Several wetlands have been previously identified along portions of this segment of Newport Way NW. This project has been tasked to update the wetland boundaries through a wetland reconnaissance and to identify and document the health of the wetlands, delineate the ordinary high water mark (OHWM), and determine what permits and mitigation may be needed for the project improvements. One of the known critical areas is adjacent to the north side of Newport Way NW, across from the Spyglass neighborhood at NW Pacific Elm Drive. This critical area is currently protected by a mitigation easement owned by the Washington State Department of Transportation.

### 3.3.2 Stream Crossings

This project has been tasked to identify stream crossings, evaluate culvert upgrades, and provide an order of magnitude cost estimate for culvert and stream improvements. At the time of this report, six stream crossings have been identified throughout the project corridor, but this data will need to be confirmed and classified through background review, visual inspection and measurement of bank full width (BFW) of streams. GeoEngineers is currently conducting this analysis and the finding will be documented in a separate report.

## 3.4 Existing Utilities

The following utilities have been identified within the project limits:

- City of Issaquah (storm sewer, sanitary sewer, water main along gravel shoulder)
- Cascade Water Alliance (water main down roadway centerline)
- Puget Sound Energy (power and natural gas)
- Comcast Cable
- AT&T Fiber
- Century Link Fiber Optics
- Street Lighting

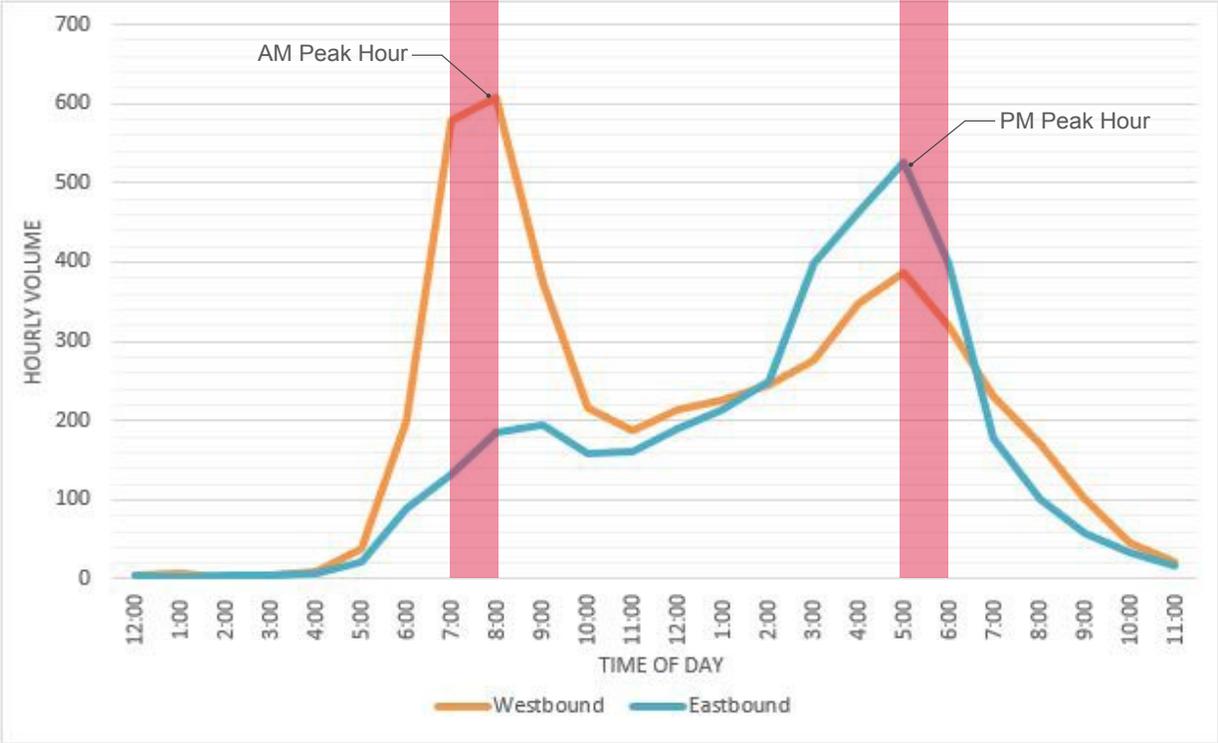
Close coordination with the utility companies will be required to identify potential utility conflicts and to provide relocations prior to construction. In addition, utility companies that currently operate overhead utilities within the project limits will be responsible for coordinating and preparing utility undergrounding plans as part of this project. Currently, overhead powerlines run along the south side of Newport Way NW between Pine Cone Drive NW and SR 900. Pedestrian lighting poles run along the north side of the street between NW Oak Crest Drive and SR 900.

A large water main runs along the roadway crown (Bellevue-Issaquah Pipeline) and belongs to the Cascade Water Alliance, providing regional water from the City of Seattle. Any proposed landscaping along this pipeline will need to be coordinated with the Cascade Water Alliance.

**3.5 Existing Traffic Volumes**

Traffic volumes on Newport Way NW show directional peaking with higher westbound traffic during the AM peak and higher eastbound traffic during the PM peak. The AM peak hour of traffic occurs between 7:00 AM and 8:00 AM when there are 610 westbound vehicles and 185 eastbound vehicles. The PM peak hour of traffic occurs between 5:00 PM and 6:00 PM when there are 390 westbound vehicles and 530 eastbound vehicles.

Table 3.5 - Average Weekday Volumes on Newport Way NW, west of NW Pacific Elm Drive (east access)



Source: Traffic count average from 5/9/17 to 5/11/17.

The AM and PM peak hour turning movement volumes at each of the Newport Way NW study intersections is shown in Appendix A.

### 3.6 Existing Traffic Operations

The existing conditions analysis evaluated traffic operations at intersections on Newport Way NW as it is today (prior to current Development activity). The intersection level of service (LOS) ranges from A to F, with LOS A assigned when minimal delays are present and LOS F when lengthy delays occur. All intersections operate at LOS C or better, except for the signal at SR 900 and Newport Way NW which operates at LOS D during the evening commute. The City of Issaquah intersection LOS standard is LOS D, as defined by the latest edition of the Highway Capacity Manual.

Table 3.6 - Existing Intersection Operations - AM and PM Peak Hour

| Study Intersections<br>(City Streets and Private Driveways)                                   | Intersection Control | AM Peak Hour LOS | PM Peak Hour LOS |
|---|----------------------|------------------|------------------|
| SE 54th Street  | Stop Sign            | C                | C                |
| Pine Cone Drive NW  | Stop Sign            | B                | B                |
| NW Pacific Elm Drive (200th Avenue SE) – main Access to Spyglass Hill and Gateway Apartments* | Stop Sign            | C                | B                |
| West access of Sammamish Pointe*  | Stop Sign            | C                | B                |
| NW Pacific Elm Drive – east access to Spyglass Hill*  | Stop Sign            | A                | B                |
| Main (east) access of Sammamish Pointe*   | Stop Sign            | C                | C                |
| Oakcrest Drive NW – access to Riva Townhomes  | Stop Signs           | B                | B                |
| SR 900  | Signal               | C                | D                |

Note: For stop-controlled intersections, the LOS reported is for the worst stop-controlled approach.

\*Private driveway.

### 3.7 Existing Transit Operations

Currently, there is no transit service along this segment of Newport Way NW. However, it should be noted, the King County Metro Master Plan includes transit service on Newport Way in the future. The Issaquah Transit Center is located at the northeast corner of Newport Way NW/17th Avenue NW (SR 900) intersection. King County Metro and Sound Transit provide eight routes at the transit center, connecting to local and regional destinations. The transit center includes a garage with 819 parking spaces that are regularly filled by 9:00 AM on weekdays. The table below shows the eight bus routes and destinations that serve the transit center.

Table 3.7 - Issaquah Transit Center Bus Routes and Destinations

| Service                  | Routes and Destinations   |
|--------------------------|---|
| <b>King County Metro</b> | 200 – Downtown Issaquah to Issaquah Highlands P&R<br>208 – North Bend to Issaquah Transit Center<br>214 – Issaquah to Downtown Seattle<br>269 – Issaquah Transit Center to Overlake P&R<br>271 – Issaquah Transit Center to University District |
| <b>Sound Transit</b>     | ST 554 – Issaquah to Downtown Seattle<br>ST 555 – Issaquah to Northgate<br>ST 566 – Issaquah to Northgate   |

Source: King County Metro and Sound Transit as of 7/6/2017.

**3.8 Nearby Destinations**

Newport Way NW provides access to local and regional parks, Downtown Issaquah and the Issaquah Transit Center. Currently, pedestrians and bicyclists can access these destinations using the Mountains to Sound Trail that runs along the north side of Newport Way NW. This segment of Newport Way NW is within the boundary for the Central Issaquah Plan.

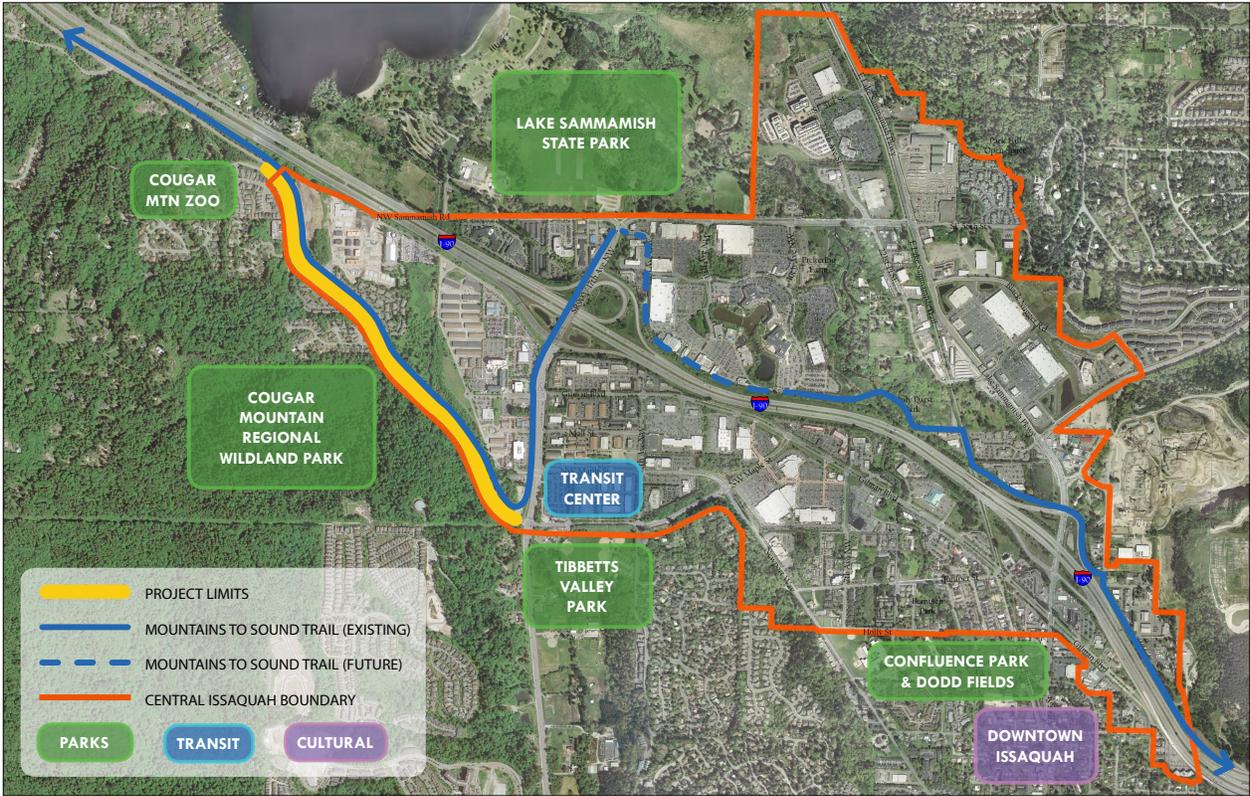


Figure 3.8 - Nearby Destinations

## OVERVIEW OF DESIGN PROCESS

### **4.1 Project Guidelines and Constraints**

The Newport Way NW Street Project will be designed following the guidelines and constraints brought forth from all stakeholders.

#### **4.1.1 Engineering Requirements**

General Practice and Standards of Roadway Design

- A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO)
- Roadway Design Manual, Washington State Department of Transportation (WSDOT)
- Urban Bikeway Design Guide, National Association of City Transportation Officials (NACTO)
- Manual on Uniform Traffic Control Devices (MUTCD)

#### **4.1.2 Stakeholder Requirements**

- City of Issaquah Design Standards
- City of Issaquah Central Issaquah Plan
- Issaquah Police Access
- Eastside Fire and Rescue Access
- City of Issaquah Utility and Franchise Utility access

#### **4.1.3 Neighborhood Coordination**

- Neighborhood access
  - o Intersection Treatments
  - o Left turn lanes
  - o Improved sight lines
- Improved non-motorized facilities and street crossings
- Traffic calming
- Improved landscaping and greenspace
- Designated access for school buses and trash collection off Newport Way NW

#### **4.1.4 Developer Requirements**

- Development access onto Newport Way NW
- Coordination with developer designers and contractors regarding property frontage improvements

#### **4.1.5 Physical Constraints**

- Existing right of way limits
- Topography of corridor
  - o Cuts, fills and steep slopes
  - o Stream crossings
  - o Wetlands

#### **4.1.6 Other Studies, Requirements and Constraints**

- KPG Traffic Analysis
- GeoEngineers Environmental Analysis
- King County Metro requirements
- Financial Constraints

## **4.2 Community Outreach and Stakeholder Meetings**

The preliminary design for Newport Way NW was developed through an extensive community outreach process that helped identify the concerns, issues and needs for the corridor. The preliminary design for this project must balance the priorities of all the stakeholders and community members. Before collaboration with the community commenced, the City of Issaquah developed a webpage to provide the community with project updates, information, and dates of upcoming meetings. To date, the City of Issaquah has consulted with:

- Developers whose parcels border the project limits
- The Mountains to Sound Greenway Trust
- Washington State Department of Transportation (WSDOT)
- City of Issaquah
  - o Public Works Engineering
  - o Public Works Operations
  - o Development Services
  - o Parks
  - o Office of Sustainability
  - o Police
- Eastside Fire and Rescue
- King County Metro
- King County Parks
- Issaquah School District
- City of Bellevue
- Issaquah residents via individual meetings and community meetings

The following summarizes the five community meetings:

**Community Design Workshop #1 (6/7/2017)** included 30 members of the community, most of who live adjacent to the corridor. The workshop was formatted to include a presentation followed by a small group discussion with a report out by a group leader at the end of the night. The goal of this workshop was to receive input from the community and provide these key members of the community corridor information to be shared with their neighbors. The main concerns from the community included improving facilities to address pedestrian safety, how to account for increased number of cyclists along the corridor due to the new developments, neighborhood access, and connectivity throughout their neighborhoods to the transit center. For a comprehensive list of the recorded comments, see Appendix C. During the workshop, staff shared the pros and cons potential corridor



Figure 4.2.1 - Community Design Workshop #1 Engagement

solutions for a three lane roadway, intersection controls, pedestrian facilities, and multi-modal corridors. The presentation slides can be found in Appendix B. This was the first of two meetings with the community and overall, the group supported the concept of a three lane roadway.

**Community Design Workshop #2 (6/14/2017)** included the same participants and format as Workshop #1 and focused on discussing the three improvement alternatives for the corridor's cross sections and intersection improvements that were developed based on the comments received in the first workshop. In addition, at this workshop the design team educated the community with alternatives for intersection control at the various access points along the corridor. The presentation slides from this workshop can be found in Appendix F. The community was generally pleased with the progress the design team made to address their concerns about safety, access, and connectivity. As a whole, the community supported Newport Way's proposed three lane roadway section with a shared-use trail on the north side of the roadway to complete the Mountains to Sound Trail. In a response to the workshop, the community members asked to meet with the City's Development Services Department as a third workshop to understand the City's review process and provide feedback on a new development that was being built across the street from the Spyglass community. For a comprehensive list of the recorded community feedback, see Appendix G.



Figure 4.2.2 - Community Design Workshop #2 Engagement

**Community Workshop #3 (7/24/2017)** was a larger forum that included not only the participants from Workshops #1 and #2, but also any interested residents from the Newport neighborhoods that would be impacted by the new Gateway Apartments development. The objective of this workshop was to answer development related questions raised by the neighbors in Workshops #1 and #2, and discuss Gateway Development's revised roundabout design. The City presented their Development permit process and opened the floor to comments from the neighborhoods. Overall, the community did not support the current design of the developer improvements because of the resulting turning restrictions to both Spyglass and Sammamish Pointe. The City's design team for Newport Way NW was tasked to coordinate efforts by the developer with City staff based on comments received at this workshop. The materials that were presented and received comments from this workshop can be found in Appendix K through N.



Figure 4.2.3 - Community Workshop #3

**Spyglass and Sammamish Pointe Neighborhood Meeting (8/22/2017)** was held at the entrance to the Spyglass Neighborhood along Newport Way NW. Spyglass and Sammamish Pointe Homeowner Association members were invited to attend this neighborhood meeting/BBQ to discuss the specifics of the proposed roundabout near the Gateway Development. The design team presented their revised concept for developer frontage and access improvements based on community feedback from Workshop #3, while keeping in mind the comments of the participants from Workshops #1 and #2. The overall theme of the meeting was how to balance the developer impacts to both communities and educating the benefits provided to Spyglass with the proposed revised roundabout layout. The attendees of this Neighborhood meeting generally supported the new design concept. This revised concept will be incorporated into the developer frontage improvements and will be completed prior to the Newport Way NW improvements. The revised concept and information presented at this meeting can be seen in Appendix O.



Figure 4.2.4 - Spyglass and Sammamish Pointe Neighborhood Meeting Engagement

**Newport Way NW Community Meeting (10/23/2017)** was the final workshop for community members before the City Council considers a preliminary design concept for Newport Way NW from SR 900 to SE 54th Street. The objective of this Open House meeting was threefold: (1) Present a design which included preferred alternatives for various intersection controls along the corridor, roadway cross sections, and alignments, (2) present the results of the previous Workshop and meeting collaboration that has taken place with the public, City staff, and other stakeholders, (3) and serve as a touch point with the community to confirm their support for the baseline conceptual layout and inform the City of additional community feedback and considerations. The meeting was held at Tibbetts Creek Manor with a Citywide invite for the community. Over 22 residents were in attendance. Approximately 10 of the attendees were previous Workshop participants and were well versed on the City's concepts and proposed layouts. New concepts provided during the Open House included cement concrete raised intersections at key locations to provide additional traffic calming, enhance the pedestrian realm, and provide a gateway opportunity to the neighborhoods. Initial feedback from several attendees asked for additional consideration of intersection controls such as HAWK signals or pedestrian traffic signals. Based on a vote board that attendees marked as they left the meeting, there is a consensus that the City is heading in the right direction and there is public support for the City's conceptual layout. The community will be looking forward to hear additional details as the design progresses.



Figure 4.2.5 - Newport Way NW Community Meeting Engagement

**COLLABORATE** with the community from the beginning of a project to develop alternatives and identify preferred options.

**CONSULT** with community members by educating them on a limited number of options or drafts and asking for feedback. Frequently, in engineering, this consult phase is limited by our need to abide by code requirements, laws, engineering and public safety best practices.

**SHARE** with community members when decisions are made. This outreach provides the public with objective information to increase awareness of a decision and its impact.

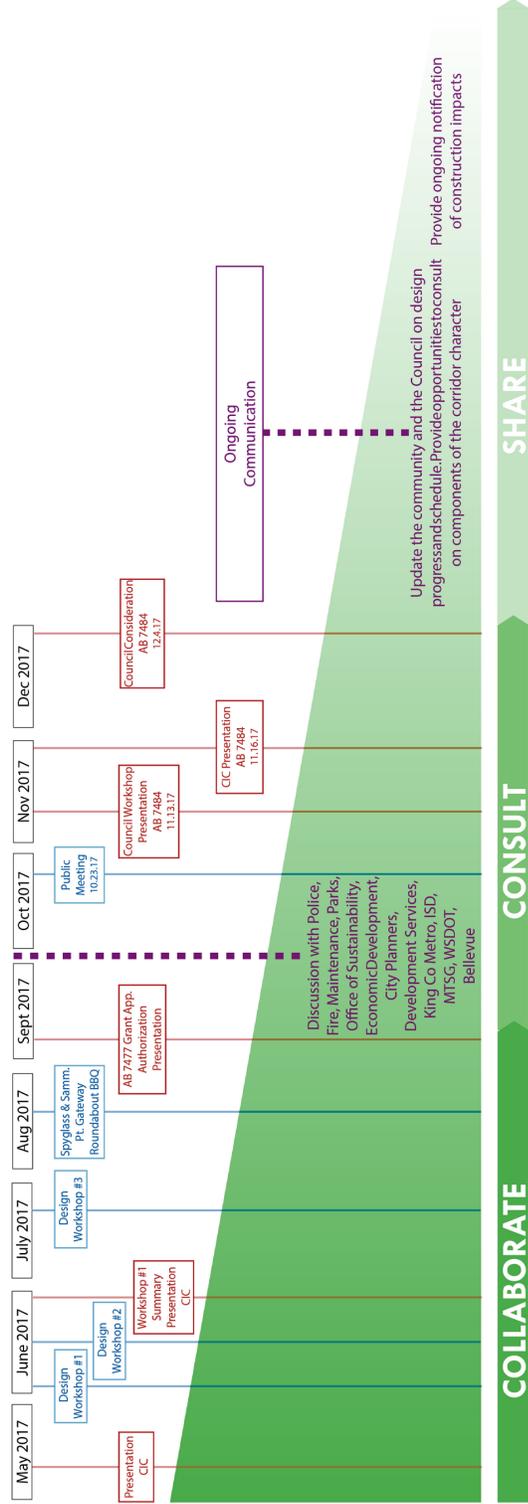


Figure 4.2.6 - Community Engagement Process

## FUTURE TRAFFIC ANALYSIS

### 5.1 Travel Demand Model

The City of Issaquah travel demand model was used to forecast 2040 AM and PM peak hour traffic volumes. The travel demand model predicts future traffic volumes and travel patterns based on adopted land use policies and planned changes to the street network.

### 5.2 2040 Traffic Volumes

The table below compares the 2017 existing and the 2040 forecasted AM and PM peak hour traffic volumes on Newport Way NW east of NW Pacific Elm Drive entrance to the Spyglass Hill neighborhood. Over the 23 year period, traffic in both directions is forecasted to increase by 52 percent during the AM peak hour and 62 percent during the PM peak hour.

Table 5.2 - Existing and Forecasted Vehicles on Newport Way NW - East of NW Pacific Elm Drive

| Location            | 2017 Existing Vehicles | 2040 Forecasted Vehicles | Growth (2017-2040) |
|---------------------|------------------------|--------------------------|--------------------|
| <b>AM Peak Hour</b> |                        |                          |                    |
| Eastbound           | 180                    | 350                      | 170                |
| Westbound           | 670                    | 955                      | 285                |
| <b>PM Peak Hour</b> |                        |                          |                    |
| Eastbound           | 500                    | 770                      | 270                |
| Westbound           | 405                    | 700                      | 295                |

Source: Issaquah Travel Demand Model

The 2040 AM and PM peak hour turning movement volumes at each of the Newport Way NW study intersections is shown in Appendix A.

### 5.3 2040 Baseline Traffic Operations

The 2040 baseline analysis evaluated traffic operations without the proposed improvements to Newport Way NW. Intersection improvements completed as part of new development proposals were included in the analysis. For example, the Gateway Apartments development is constructing a roundabout at the NW Pacific Elm Drive (main access to Spyglass Hill) intersection. The intersection at SE 54th Street would operate at LOS F during both the AM and PM peak hours, and the SR 900 intersection would operate at LOS F during the PM peak hour. All other intersections are forecast to meet the City's intersection LOS standard of LOS D.

Table 5.3 - 2040 Baseline Intersection Operations - AM and PM Peak Hour

| <b>Study Intersections<br/>(City Streets and Private Driveways)</b>                                      | <b>Intersection<br/>Control</b> | <b>AM Peak<br/>Hour LOS</b> | <b>PM Peak<br/>Hour LOS</b> |
|--|---------------------------------|-----------------------------|-----------------------------|
| <b>SE 54th Street</b>  | Stop Sign                       | F                           | F                           |
| <b>Access to Gateway Senior Development*</b>   | Stop Sign                       | C                           | C                           |
| <b>Pine Cone Drive NW</b>  | Stop Sign                       | C                           | C                           |
| <b>NW Pacific Elm Drive (200th Avenue SE) – main Access<br/>to Spyglass Hill and Gateway Apartments*</b> | Roundabout                      | B                           | B                           |
| <b>West access of Sammamish Pointe*</b>  | Stop Sign                       | C                           | B                           |
| <b>NW Pacific Elm Drive – east access to Spyglass Hill*</b>  | Stop Sign                       | B                           | B                           |
| <b>Main (east) access of Sammamish Pointe*</b>   | Stop Sign                       | D                           | D                           |
| <b>Oakcrest Drive NW – access to Riva Townhomes</b>  | Stop Signs                      | D                           | D                           |
| <b>Access to Bergsma Residential*</b>  | Stop Signs                      | C                           | C                           |
| <b>SR 900</b>  | Signal                          | D                           | F                           |

Note: For stop-controlled intersections, the LOS reported is for the worst stop-controlled approach.

\*Private driveway.

## PRELIMINARY DESIGN

This section describes process and factors considered in the development of the recommended improvements to Newport Way NW. These factors include the roadway's alignment, intersection channelization, and other elements.

### **6.1 Recommended Design Alternative**

The goal of the recommended roadway design is to change the character of Newport Way NW by providing facilities that will slow traffic, maintain or improve access to neighborhoods, and create a comfortable environment for pedestrians and bicyclists. These proposed improvements are constrained by a number of factors including topography, streams and natural features, cost, right of way, and development frontage improvements that are currently under construction. At either end of the project limits, the improvements must be designed to match the existing facilities without creating new obstacles and hazards to the current users.

#### **6.1.1 Balancing Priorities**

The balancing of priorities describes the factors and concepts that were used to determine the configuration of the corridor. These include:

- Sections of the Newport Way NW corridor are restricted by development frontage improvements and right of way boundaries that limit the ability to widen or relocate the roadway's centerline.
- The topography of the corridor, including steep slopes and sharp drop-offs are a large factor on determining final alignment location.
- Maintaining the natural environment of large diameter trees and vegetation and minimizing impacts to critical areas.
- Meeting the various requirements of access and maintenance with multiple stakeholders such as Eastside Fire and Rescue, City of Issaquah Police, Development frontages, King County Metro, and Public Works Operations (PWO).
- Keeping the intent of the adopted Central Issaquah Plan (CIP).

#### **6.1.2 Recommended Cross Section**

The recommended sections below have been vetted by the Newport community, City staff, and with input from various stakeholders such as Eastside Fire and Rescue, King County Metro, Mountains to Sound Greenway Trust, amongst others. Based on these extensive meetings with the community and stakeholders, a three-lane roadway section with center medians and turn lanes, on-street bike lanes in both directions, a north-side multi-use trail and south side 6-foot sidewalks will best suit the needs of the corridor for the groups noted above. The recommended section will continue to serve the community's vehicular needs for both everyday and emergency access and provide adequate capacity for vehicular traffic, while changing the character of Newport Way to a more multi-modal friendly environment with traffic calming elements such as raised concrete intersections, a roundabout, and planted or raised medians. The two recommended sections for Newport Way NW is based on two concepts: (1) providing access and slowing speeds through the Newport neighborhoods, and (2) preserving the natural environment and minimizing impacts to critical areas.

The cross section below shows the proposed facilities for the first two-thirds of Newport Way NW. This section includes two travel lanes in each direction, a left turn for access to surrounding neighborhoods (where feasible), center medians, sidewalks with planting strips, bicycle lanes in both directions, and a multi-purpose trail. The

multi-purpose trail on the north side of the corridor continues the Mountains to Sound Greenway Trail from the City of Bellevue and provides cyclists and pedestrians a consistent and continuous trail through the City of Issaquah.

The cross section south of NW Oak Crest Drive to north of the Bergsma Development access road is a two-lane roadway with on-street bike lanes, sidewalk with planter strips and a north side multi-purpose trail. The center left turn lane/median has been omitted throughout this section as this portion of the corridor has little need for neighborhood access and is abutted by steep slopes and embankments with large trees. This section is applied until the proposed Bergsma Driveway. East of this proposed driveway, the corridor will implement a two-way left turn lane for access to the five property owners in this vicinity, which ultimately transitions to a center left turn lane for SR 900.

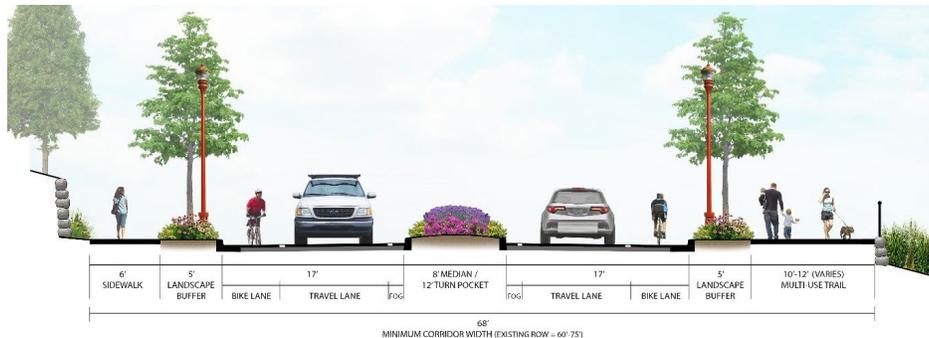


Figure 6.1.2 - Recommended Cross Section

### 6.1.3 Other Design Alternatives Considered

This section describes other roadway cross section alternatives that were reviewed, but ultimately not selected as the preferred preliminary design concept based on community feedback, Project Guidelines and Constraints (Section 3.1), and ability to meet the Project Objectives (Section 1.3).

#### **Buffered Bike Lanes**

The right of way width along the Newport Way NW corridor varies from 60 feet to 75 feet. The buffered bike lanes alternative would widen the roadway cross section to approximately 74 feet, not accounting for wall width requirements behind the proposed sidewalk and multi-use trail. This additional roadway width would require larger swaths of right of way, increase the height of structural walls, increase the removal of existing vegetation and trees along the corridor, and have bigger impacts to critical areas and tributary stream crossings. The project cost would also substantially increase with these additional impacts. Due to these negative impacts, this cross section alternative was not supported by the majority of community members at the design workshops.

#### **Multi-Use Trail on Both Sides of Newport Way NW**

The design team considered the alternative of having multi-use paths on both sides of Newport Way NW. While this alternative would provide traffic calming elements through a narrow roadway cross section by eliminating bike lanes, it would not provide a dedicated facility for commuter and higher speed recreational bicyclists. Commuters would need to ride in road with traffic or on the trail at a lower speed to co-mingle with pedestrians. Through meetings with both Eastside Fire and Rescue and Public Works Operations (PWO), the narrow roadway

section for this option would hinder emergency access, lengthen emergency response time, and create traffic control problems for maintaining the existing City utilities along the corridor. The overall safety concern by all stakeholders of mixing higher speed cyclists with pedestrians of all ages on the multi-purpose trail was also a key factor for not moving forward with this option.

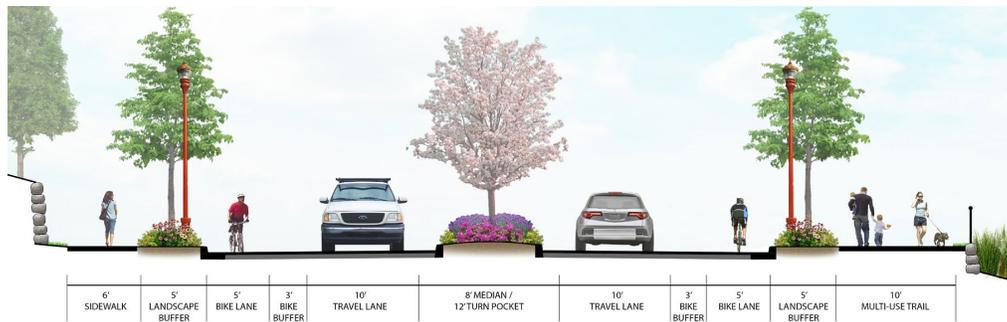


Figure 6.1.3.1 Cross Section with Buffered Bike Lanes

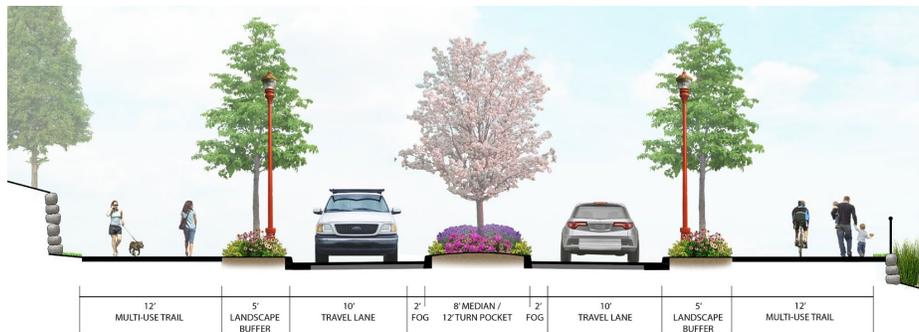


Figure 6.1.3.2 Cross Section with Multi-Use Trail on Both Sides

### ***Center Median between King County Trailhead and Bergsma Access***

A median between travel lanes was considered from the limits of King County trailhead to the Bergsma access. This concept was not endorsed by Public Works Operations, Issaquah Police, and Eastside Fire and Rescue. The median through this location of Newport Way NW was not supported by several of the community members at the design workshops. For a comprehensive list of comments regarding this design alternative and cross section, see Appendix T. The median is not needed for designating or separating turn lanes in this section of the corridor. In addition, without this additional roadway width, there is opportunity to leave existing landscaping that currently parallels the roadway. It will also provide space for enhanced landscaping in front of Bergsma Development where walls are required.

**6.1.4 Recommended Design Concept**

Below are figures of the proposed roadway corridor concept. Several locations and intersections along the alignment that have been highlighted to describe decisions that have been made to date in coordination with the community and stakeholders previously noted.

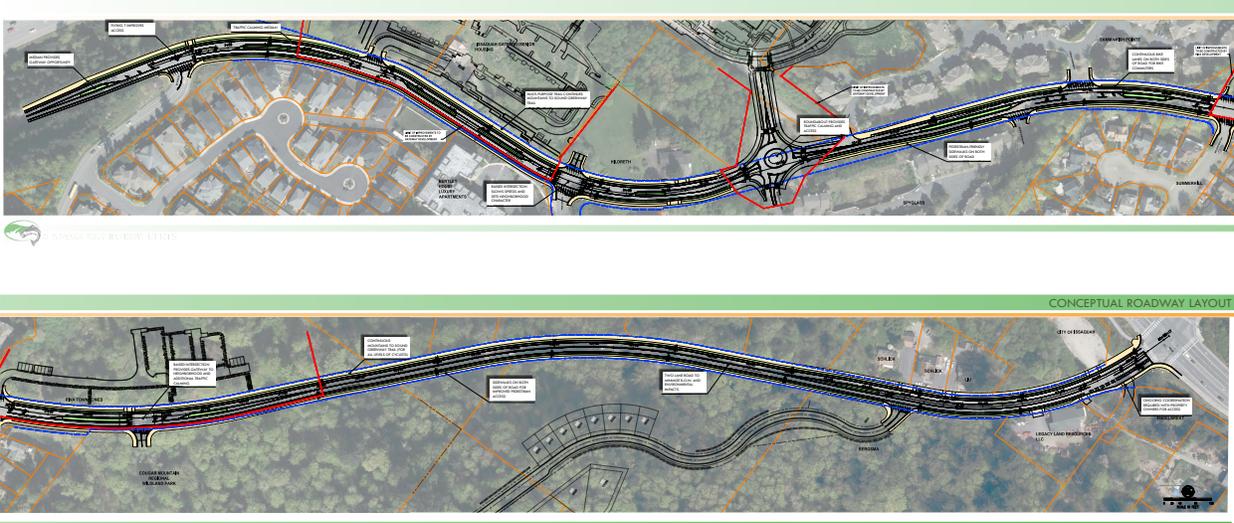


Figure 6.1.3.3 Recommended Design Concept

## 6.2 Preferred Intersection and Access Configuration

The design also reviewed the specific needs at intersection and access locations along the corridor. The analysis considered the results from the traffic analysis described in Section 4 and the input received from stakeholders as described in Section 3. The preferred intersection configurations are described for each intersection between SE 54th Street and SR 900.

### 6.2.1 Design Considerations

- Each of the nine study intersections were evaluated during the AM and PM peak hours of traffic to determine the appropriate improvements for the intersection. The analysis evaluated the appropriate intersection control (e.g. stop sign, roundabout or signal) and the best location and type of pedestrian crossing.
- The topography of the corridor, including steep slopes and sharp drop-offs are a large factor on determining intersection improvement.
- Sections of the Newport Way NW corridor are restricted by development frontage improvements and right of way boundaries that limit the options for intersection improvements.

### 6.2.2 Intersection and Crosswalk Design Solutions

There are a number of intersection and crosswalk design treatments that can be applied including the stop signs, roundabouts, traffic signals, and left turn lanes. Additional crosswalk treatments include median refuge islands, colored pavement, and pedestrian-activated beacons or signals such as Rectangular Rapid Flashing Beacons (RRFB) or High-intensity Activated crossWalk (HAWK) signals. Crosswalks across Newport Way will include RRFB's as a minimum design treatment. Pedestrian-activated signals will be evaluated at some crossing locations during the next phase of design. Less familiar treatments such as raised intersections and Flying T intersections are described below:

#### ***Raised Intersections***

A raised intersection treatment is designed to slow travel speeds and to give drivers a “heads-up” that they are entering a neighborhood. This type of intersection creates an improved pedestrian environment and increases the visibility of pedestrian in crosswalks. Raised intersections also benefit wheelchair access because crosswalks and sidewalks can be designed at a similar height, providing an easier transition for wheelchair ramps.



Figure 6.2.2 Raised Intersection

#### ***Flying T Intersection***

A Flying T intersection treatment can only be used at a three-legged intersection. A Flying T allows vehicles at the stop-controlled side street to make two-step left turns onto the main roadway. Left turning vehicles first cross one direction of traffic to the center refuge/acceleration lane and then merge into the second direction of traffic to complete their left turn. If stakeholders desire traffic calming in addition to this Flying T intersection treatment, the combined design concept of raised intersections with Flying Ts will need to be explored at a later date.

### 6.2.3 SE 54th Street

#### **Design Background**

- Per Community Workshop #2, residents' primary concern was accessing Newport Way NW
- Safety, sight distance and speed were other concerns and exacerbated their concerns about turning left onto Newport Way NW
- Discussions during the workshop favored creation of a median to calm traffic with low plantings to lessen sight obstructions
- The existing grade on SE 54th Street limits the ability to widen the intersection without increasing the grade of the steep slope

#### **Previously Reviewed Alternatives**

A roundabout was reviewed at this intersection. Due to the following reasons, it was omitted:

- Existing grades would increase to 22% (not recommended for minor arterials and local streets)
- Large right-of-way (ROW) impacts
- Complete rebuild of Newport Way NW at this intersection
- Large retaining walls (8'-10')

#### **Preferred Design Concept**

A Flying T intersection treatment with extended median for gateway feature is the preferred design concept. A marked crosswalk at the east leg of the treatment would be added. A potential design alternative to be considered in the next phase of design would be to make this a raised concrete intersection.



Figure 6.2.3.1 SE 54th Street Preferred Design Concept Plan



Figure 6.2.3.2 SE 54th Street Preferred Design Conceptual Image

## 6.2.4 Gateway Senior Housing Driveway

### *Design Background*

Marked crosswalks not included at the access due to limited sight distance caused by the roadway curvature.

### *Previously Reviewed Alternatives*

A two-way left turn lane was considered. It was omitted because the Flying T would improve operations and safety for left turns out of the development.

### *Preferred Design Concept*

Flying T intersection treatment with medians on both sides of development



Figure 6.2.4 Gateway Senior Housing Driveway Preferred Design Concept Plan

## 6.2.5 Pine Cone Drive NW

### **Design Background**

Construction of a raised table top intersection allows:

- Four legged intersection and full access to future Development on the north side of the street
- Slower speeds of 25 mph
- Improved visibility for marked crosswalks
- Minimal grading and ROW impacts

### **Previously Reviewed Alternatives**

A roundabout was considered. Due to the following reasons, it was omitted:

- Increase existing roadway slope to 22.3% grade (exceeds City standard of 12% maximum slope)
- Rebuild Pine Cone Drive NW due to 8' excavation to provide 2% landing into roundabout
- Large retaining walls (9'-15' tall)
- Disproportional ROW impacts to the NW parcel's redevelopable area
- High cost for impacts to the Newport Way corridor project

Flying T was considered. It was omitted because of low traffic volumes and it cannot accommodate a future fourth leg

### **Preferred Design Concept**

Raised concrete intersection with marked crosswalks at the west and east legs



Figure 6.2.5.1 Pine Cone Drive NW Preferred Design Concept Plan



Figure 6.2.5.2 Pine Cone Drive NW Preferred Design Conceptual Image

## 6.2.6 NW Pacific Elm Drive (Eastern Driveway to Spyglass)

### **Design Background**

- Maintain existing left turn restrictions due to limited sight distance
- Add c-curb to discourage left turns into and out of Spyglass
- Remove eastbound right turn deceleration lane to reduce travel speeds

### **Previously Reviewed Alternatives**

The relocation of the driveway to the east to form the fourth leg of a roundabout at Sammamish Pointe (Eastern Driveway) was considered but not selected. See Sammamish Pointe (Eastern Driveway) roundabout consideration below.

A Flying T was considered. It was omitted because of low traffic volumes and prohibits a left turn lane into Sammamish Pointe neighborhood.

### **Preferred Design Concept**

Right in/ right out access with median. This access point does not require a full access because it is provided at the roundabout located at the west Spyglass entrance.



Figure 6.2.6 NW Pacific Elm Drive (Eastern Driveway to Spyglass) Preferred Design Concept Plan

### 6.2.7 Sammamish Pointe (Eastern Driveway)

#### **Design Background**

- Per Workshop #2, residents discussed their concern over sight distance and difficulty accessing their neighborhood
- Marked crosswalks not included due to limited sight distance

#### **Previously Reviewed Alternatives**

A roundabout was considered with Pacific Elm Drive relocated to the east to be the fourth leg. It was omitted due to the following reasons:

- Requires re-grading of Sammamish Pointe parking lot
- Medium sized retaining walls (4'-6' tall)
- Loss of green belt between Spyglass and Oakcrest
- Impacts Spyglass, Oakcrest and Sammamish Pointe neighborhoods

#### **Preferred Design Concept**

Flying T intersection treatment.



Figure 6.2.7 Sammamish Pointe (Eastern Driveway) Preferred Design Concept Plan

## 6.2.8 Oakcrest Drive and Riva Development

### Design Background

- Per Workshop #2, residents discussed their concern regarding a non-controlled intersection at the entrance of two neighborhoods
- Residents liked the idea of removing existing crosswalk and relocating it to King County Trailhead/Parking lot with signage, traffic calming device, and HAWK signal or RRFB

### Previously Reviewed Alternatives

A roundabout was considered. It was omitted due to impacts to the Oakcrest (Summerhill) neighborhood and Riva Development.

### Preferred Design Concept

Formalize NW Oakcrest Drive and Riva Development as a four legged intersection. Add left turn lanes into neighborhoods. Remove existing north/south crosswalk.

Potential Design Alternatives:

- Add raised intersection for further traffic calming.
- Add north/south marked crosswalk with RRFB



Figure 6.2.8.1 Oakcrest Drive and Riva Development Preferred Design Concept Plan



Figure 6.2.8.2 Oakcrest Drive and Riva Development Preferred Design Conceptual Image

## 6.2.9 King County Trailhead Parking Lot

### Design Background

- Residents liked the idea of locating a crosswalk at the King County trailhead/parking lot with signage, traffic calming, and rectangular rapid flashing beacon (RRFB).
- A raised intersection will provide traffic calming and an opportunity for gateway treatment to let drivers know they are entering a neighborhood corridor. Currently, east of this driveway is a heavily wooded corridor with no access points until Bergsma Development.

### Previously Reviewed Alternatives

A roundabout was considered. It was omitted due to impacts to the Riva development and roadway alignment.

### Preferred Design Concept

- Remove existing north/south crosswalk at Oakcrest Drive and Riva development.
- Add raised intersection for further traffic calming and gateway opportunity.
- Add north/south marked crosswalk with RRFB.



Figure 6.2.9.1 King County Trailhead Parking Lot Preferred Design Concept Plan



Figure 6.2.9.2 King County Trailhead Parking Lot Preferred Design Conceptual Image

### 6.2.10 Bergsma Development

#### **Design Background**

- The proposed design provides access to single-family residences and the Bergsma Development at a single location without impeding traffic flow
- Further coordination with the Bergsma developer is required to determine the roadway section and landscape restoration

#### **Preferred Design Concept**

- Combine access into four legged driveway intersection with two-way left turn lane for access to private driveway and Bergsma Development



Figure 6.2.10 Bergsma Development Preferred Design Concept Plan

### 6.2.11 SR 900

#### ***Design Background***

- In coordination with Washington State Department of Transportation there is a potential alternative to reconfigure the east leg of the SR 900 intersection to have two westbound left turn lanes and shared through/right turn lane. This alternative also improves the east/west channelization alignment.
- Combine private driveways near the SR 900 intersection for access management and overall circulation onto Newport Way NW.

#### ***Preferred Design Concept***

West of SR 900, the proposed Newport Way NW cross section includes a two way left turn lane that transitions into an extended eastbound left turn lane at SR 900 that will add storage to a heavily used SR 900. The proposed design provides access to single family residences and the Bergma Development further west along the corridor without impeding traffic flow.



Figure 6.2.11 SR 900 Preferred Design Concept Plan

### 6.3 2040 Traffic Operations with Improvements

The 2040 analysis evaluated traffic operations after completion of the proposed improvements to Newport Way NW. These include the intersection improvements described in the previous section and those completed as part of new development proposals.

The recommended traffic control treatments include a roundabout at the NW Pacific Elm Drive/Gateway Apartments access intersection and potential modifications to the signal at the SR 900 intersection. The rest of the study intersections will continue to have stop-sign control for the side streets/driveways with additional improvements such as left turn lanes, Flying T and raised intersections to improve vehicle access and pedestrian crossings.

With the proposed improvements, the intersection of Newport Way NW/SR 900 is forecast to operate at LOS E during the 2040 PM peak hour. Additional improvements at the intersection may be needed by 2040 to meet the City's LOS standard of LOS D. With the proposed improvements, the remaining study intersections are forecast to operate at LOS D or better during the 2040 AM and PM peak hour.

Table 6.3 - 2040 Intersection Operations for Baseline and with Improvements - AM and PM Peak Hour

| Study Intersections<br>(City Streets and Private Driveways)                                   | Baseline         |                  | Proposed Improvement                     | With Improvements |                  |
|---|------------------|------------------|--|-------------------|------------------|
|   | AM Peak Hour LOS | PM Peak Hour LOS |  | AM Peak Hour LOS  | PM Peak Hour LOS |
| SE 54th Street  | F                | F                | Flying T                                 | C                 | C                |
| Access to Gateway Senior Development*   | C                | C                | Flying T                                 | C                 | C                |
| Pine Cone Drive NW  | C                | C                | Raised intersection with left turn lanes | B                 | B                |
| NW Pacific Elm Drive (200th Avenue SE) – main Access to Spyglass Hill and Gateway Apartments* | B                | B                | Roundabout                               | B                 | B                |
| West access of Sammamish Pointe*  | C                | B                | On-going City coordination               | C                 | B                |
| NW Pacific Elm Drive – east access to Spyglass Hill*  | B                | B                | Maintain existing left turn restrictions | B                 | B                |
| Main (east) access of Sammamish Pointe*   | D                | D                | Flying T                                 | C                 | C                |
| Oakcrest Drive NW – access to Riva Townhomes  | D                | D                | Left turn lanes                          | D                 | D                |
| Access to Bergsma Residential*  | C                | C                | Left turn lane                           | C                 | C                |
| SR 900  | D                | F                | Revised westbound channelization         | D                 | E                |

Note: For stop-controlled intersections, the LOS reported is for the worst stop-controlled approach.

\*Private Driveway.

### **6.3.1 Other Intersection Traffic Controls Considered**

In addition to the recommended traffic control treatments, the traffic analysis evaluated the application of roundabouts, signals and all-way stop controls at the study intersections. The analysis and reasoning behind not choosing the traffic control options are described below.

#### ***Roundabouts***

Roundabouts were evaluated at the intersections of SE 54th Street, main access to Sammamish Pointe, Oakcrest Drive NW and the King County Trailhead. Roundabouts at these intersections were omitted due to spatial limitations, impacts to adjacent properties and homes, impacts to roadway alignment, increases in side street grades to unacceptable levels, and the resulting high project costs.

#### ***Signals***

The Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) establishes a consistent set of criteria or warrants of when to and when not to install a traffic signal. None of the intersections meet these warrants primarily because the side street traffic volumes are too low. Other warrants also consider pedestrian crossing volumes, school crossing locations and collision history. Installing a traffic signal at an intersection that does not meet warrants can cause several issues such as:

- Increased delay for main street
- Increased rear-end collisions since the major movement is required to stop
- Increased delay for minor streets during off-peak hours
- Additional congestion increases noise and air pollution
- Signals are expensive to construct and maintain

#### ***All-Way Stop Signs***

Similar to signals, none of the intersections meet the MUTCD warrants for all-way stop control because the side street volumes are too low. All-way stop signs perform best at intersections where the traffic volumes are generally balanced for each approach of the intersection. The volumes on Newport Way NW are significantly higher than at the side streets. This would result in significant delays and congestion on Newport Way NW while there would only be a few vehicles at the side streets. This will increase air and noise pollution, and can result in drivers violating stop signs or not coming to a complete stop.

## NEXT STEPS

### 7.1 Design Schedule

The design schedule for the current project scope and funding is shown below. The schedule for the project tasks are contingent upon receiving full project funding.

Table 7.1 - Proposed Design Schedule

| Tasks                    | 2017 |    | 2018 |    |    |    | 2019 |    |    |    | 2020 |    |
|--------------------------|------|----|------|----|----|----|------|----|----|----|------|----|
|                          | Q3   | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 |
| Preliminary Design       | ■    |    |      |    |    |    |      |    |    |    |      |    |
| Apply for Grants         | ■    |    |      |    |    |    |      |    |    |    |      |    |
| 30% Design               |      |    | ■    |    |    |    |      |    |    |    |      |    |
| Environmental Permitting |      |    | ■    |    |    |    |      |    |    |    |      |    |
| Final Design             |      |    |      | ■  |    |    |      |    |    |    |      |    |
| Right-of-way Aquisitions |      |    |      |    |    | ■  |      |    |    |    |      |    |
| Bid Documents            |      |    |      |    |    |    |      |    |    |    | ■    |    |

### 7.2 Design Phase

As the corridor concept planning phase comes to a close at end of 2017, it opens up the design phase to further gather technical information about Newport Way NW. This technical data such as survey, environmental permitting, and stormwater runoff analysis will allow the design team to add detail to the design. Other design phase elements that will be addressed include:

- Wall and excavation requirements
- Corridor character through landscaping
- Corridor character through urban design
- Utility undergrounding
- Potential future transit facilities
- Illumination
- Intersection details
- Consider phasing the project pending funding
- Stormwater system
- Right-of-way acquisition
- Property restoration

## OPINION OF PROBABLE COST & PROJECT FUNDING CONSIDERATIONS

An engineer’s opinion of probable cost has been developed for the 10% Design Plans. The table below illustrates the key elements of the estimate, and a complete summary is located within Appendix Z.



### NEWPORT WAY CORRIDOR IMPROVEMENTS *from SE 54th Street to SR 900*

#### PRELIMINARY COST ESTIMATE Summary of Costs

**REVISED: 11/03/17**

---

|  |                         |
|--|-------------------------|
| <b>Newport Way Corridor Improvements*</b>  |                         |
| Final Design, Environmental Documentation & Project Funding Estimate (PFE) Costs | \$ 4,949,013.35         |
| Construction Costs   | \$ 30,058,149.92        |
| Right-of-Way Costs   | \$ 3,699,734.00         |
| <b>Total Project Costs</b>   | <b>\$ 38,706,897.27</b> |

\* Total estimate includes escalation dollars for inflation over three years

## APPENDICES

- A. Existing and 2040 Intersection Traffic Volumes
- B. May 18, 2017 Council Infrastructure Committee Presentation - Project Introduction
- C. June 7, 2017 Design Workshop #1 - Presentation Slides
- D. June 7 Design Workshop #1 - Public Comments Received
- E. June 7, 2017 Design Workshop #1 - Presentation Boards
- F. June 7, 2017 Design Workshop #1 - Photos
- G. June 14, 2017 Design Workshop #2 - Presentation Slides
- H. June 14, 2017 Design Workshop #2 - Public Comments Received
- I. June 14, 2017 Design Workshop #2 - Presentation Boards
- J. June 14, 2017 Design Workshop #2 - Photos
- K. June 15, 2017 Council Infrastructure Committee - Project Intro Presentation Slides
- L. July 24, 2017 Development Related Neighborhood Meeting #1 - Presentation Slides
- M. July 24, 2017 Development Related Neighborhood Meeting #1 - Proposed Developer Frontage Improvements
- N. July 24, 2017 Development Related Neighborhood Meeting #1 - Public Comments Received
- O. July 24, 2017 Development Related Neighborhood Meeting #1 - Photos
- P. August 22, 2017 Development Related Neighborhood Meeting #2 - Presentation Boards/Handouts
- Q. August 22, 2017 Development Related Neighborhood Meeting #2 - Public Comments Received
- R. August 22, 2017 Development Related Neighborhood Meeting #2 - Photos
- S. September 18, 2017 Regular Council Presentation to authorize submittal of PSRC TAP grant application - Presentation Slides
- T. Agenda Bill 7477 - Authorize Submittal of PSRC TAP Grant Application
- U. October 2-11, 2017 - Stakeholder Comments Received
- V. October 23, 2017 Public Open House - Presentation Boards/Handouts
- W. October 23, 2017 Public Open House - Public Comments Received
- X. October 23, 2017 Public Open House - Photos
- Y. Preferred Design
- Z. Engineer's Opinion of Probable Cost

this page intentionally left blank



**APPENDIX A**  
Existing and 2040 Intersection Traffic Volumes

this page intentionally left blank





### 2040 AM &PM Peak Hour Intersection Volumes



|   |   |
|---|---|
| <p><b>1</b> SE 54TH ST</p> <p>NEWPORT WAY NW</p> <p>↑ 11 (34)<br/>↓ 120 (457)</p> <p>(17) 40<br/>(43) 51</p> <p>(64) 60<br/>(328) 616</p>   | <p><b>2</b> PINE CONE DR NW</p> <p>NEWPORT WAY NW</p> <p>↑ 2 (9)<br/>↓ 167 (472)</p> <p>(2) 11<br/>(7) 4</p> <p>(8) 3<br/>(383) 719</p>   |
| <p><b>3</b> NW PACIFIC ELM DR (W)</p> <p>NEWPORT WAY NW</p> <p>↑ 1 (9)<br/>↓ 172 (489)<br/>↔ 17 (0)</p> <p>(2) 7<br/>(0) 2<br/>(3) 0</p> <p>↑ 13 (1)<br/>↓ 2 (0)<br/>↔ 7 (0)</p> <p>(1) 2<br/>(404) 651<br/>(0) 6</p> | <p><b>4</b> S POINTE DWY (W)</p> <p>NEWPORT WAY NW</p> <p>↑ 160 (495)<br/>↓ 0 (4)</p> <p>↔ 15 (4)<br/>↔ 2 (1)</p> <p>(401) 671<br/>(1) 0</p>  |
| <p><b>5</b> NW PACIFIC ELM DR (E)</p> <p>NEWPORT WAY NW</p> <p>↑ 0 (0)<br/>↓ 168 (465)</p> <p>(6) 11</p> <p>(407) 648</p>   | <p><b>6</b> S POINTE DWY (E)</p> <p>NEWPORT WAY NW</p> <p>↑ 178 (490)<br/>↓ 0 (8)</p> <p>↔ 12 (3)<br/>↔ 9 (9)</p> <p>(406) 626<br/>(14) 4</p>   |
| <p><b>7</b> NW OAKCREST DR</p> <p>NEWPORT WAY NW</p> <p>↑ 3 (8)<br/>↓ 188 (495)</p> <p>(4) 12<br/>(10) 14</p> <p>(9) 5<br/>(409) 630</p>  | <p><b>8</b> NEWPORT WAY NW</p> <p>17TH AVE NW (SR 900)</p> <p>↑ 162 (237)<br/>↓ 378 (1193)<br/>↔ 24 (121)</p> <p>(110) 59<br/>(256) 90<br/>(158) 20</p> <p>↑ 65 (37)<br/>↓ 260 (177)<br/>↔ 133 (269)</p> <p>(34) 211<br/>(409) 1088<br/>(189) 390</p> |

**LEGEND**

↑ VEHICLE MOVEMENT

🚦 SIGNALIZED INTERSECTION

🛑 STOP CONTROLLED

xxxx AM PEAK HOUR VOLUME (VEHICLES PER HOUR)

(xxxx) PM PEAK HOUR VOLUME (VEHICLES PER HOUR)

**APPENDIX B**

*May 18, 2017 Council Infrastructure Committee Presentation - Project Introduction*

this page intentionally left blank



# NEWPORT WAY NW IMPROVEMENTS

From SE 54<sup>TH</sup> Street To SR 900

*Preliminary Design Project*



City Council Infrastructure Committee

May 18, 2017

## Project Purpose

This project will address:

- Adding improvements in the gaps
- Changing the character of the road to make it more conducive to 30 mph speed limit
- Non-motorized improvements
- Improving neighborhood access to the corridor



City Council Infrastructure Committee

May 18, 2017

# Project Purpose



City Council Infrastructure Committee  
May 18, 2017

# Project Purpose



City Council Infrastructure Committee  
May 18, 2017

## History

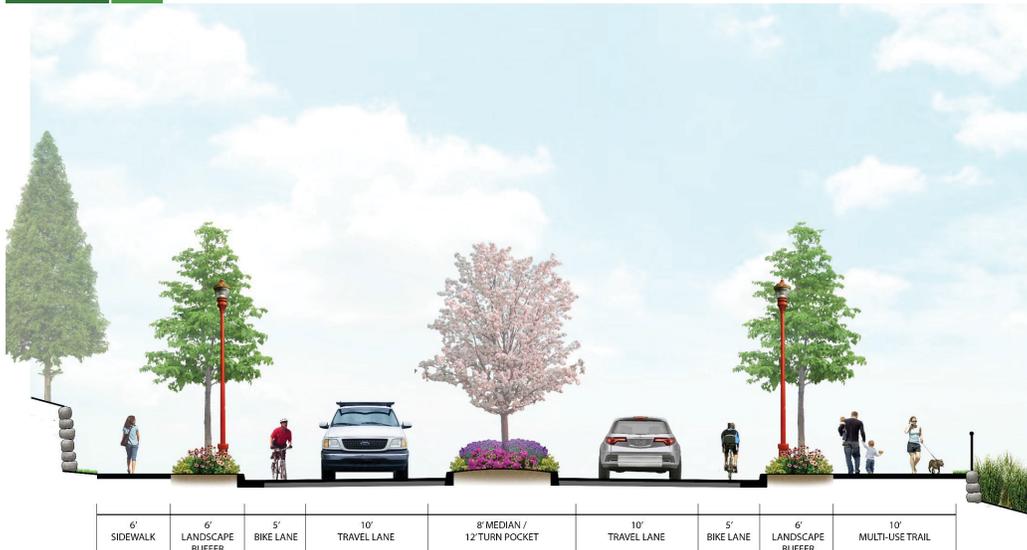
- 2009 - pedestrian lighting & pathway added
- 2012 - Central Issaquah Plan adopted
  - Corridor established as a Parkway
- As development occurred the Parkway section incorporated the multi-use path to accommodate the Mountains to Sound Greenway regional trail connection.
- 2015 Pedestrian Crossing Study
  - Reaffirmed the Parkway with the multiuse path vision
  - Recommended roundabouts
  - Identified the need to further analyze intersection controls

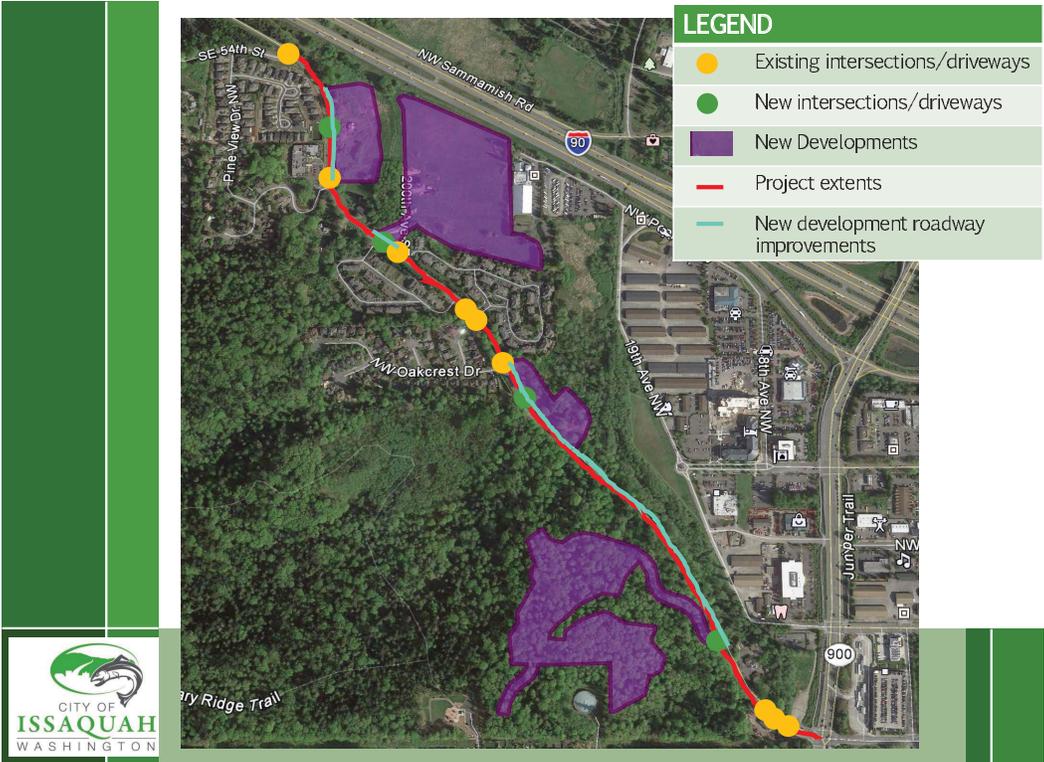
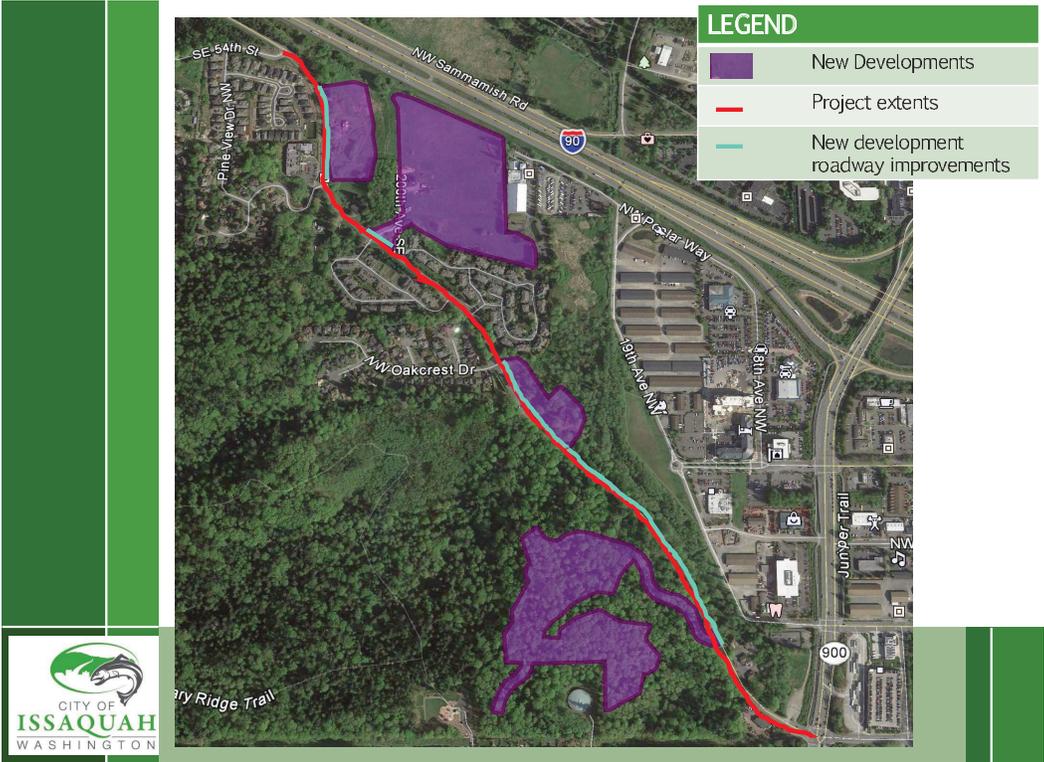


City Council Infrastructure Committee

May 18, 2017

## Parkway Vision





## Design Considerations

- Traffic analysis
- Emergency services access
- Integrate and verify developer plans
- Environmental reconnaissance
  - Critical areas
  - Stream crossings
  - Wetlands
  - Steep slopes



City Council Infrastructure Committee

May 18, 2017

## 2017 Project Scope and Schedule

| Tasks   | 2017 |      |      |     |      |     |     |     |   |
|---|------|------|------|-----|------|-----|-----|-----|---|
|   | May  | June | July | Aug | Sept | Oct | Nov | Dec |   |
| Preliminary Environment Reconnaissance<br>(Critical Areas, Streams, Wetlands) | ■    |      |      |     |      |     |     |     |   |
| Traffic Counts and Analysis   | ■    | ■    | ■    | ■   |      |     |     |     |   |
| Community Engagement and Outreach   |      | ★ ★  | ■    | ■   | ■    | ■   | ■   | ■   | ■ |
| Preliminary Design  |      |      | ■    | ■   | ■    | ■   | ■   | ■   | ■ |
| Apply for Grants  |      |      |      | ■   | ■    | ■   | ■   |     |   |

### First Year Deliverables

- Corridor Concept
- Cost Estimate
- Grant Applications



City Council Infrastructure Committee

May 18, 2017

# 2018 & 2019 Project Schedule

| Tasks                    | 2018 |     |     |       |     |      |      |     |      |     |     |     | 2019 |    |    |    |
|--------------------------|------|-----|-----|-------|-----|------|------|-----|------|-----|-----|-----|------|----|----|----|
|                          | Jan  | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec | Q1   | Q2 | Q3 | Q4 |
| 30% Design               | █    |     |     |       |     |      |      |     |      |     |     |     |      |    |    |    |
| Environmental Permitting | █    | █   | █   | █     | █   | █    | █    |     |      |     |     |     |      |    |    |    |
| 60% - 90% Design         |      | █   | █   | █     | █   | █    | █    | █   | █    |     |     |     |      |    |    |    |
| Right of Way Acquisition |      |     |     |       |     | █    | █    | █   | █    | █   | █   | █   | █    | █  | █  | █  |
| Finalize Design          |      |     |     |       |     |      |      |     |      |     |     |     |      |    |    | █  |

- \* The 2018 & 2019 project tasks are above and beyond the current project scope and funding.
- \*\* The schedule shown above is contingent upon receiving full project funding.



City Council Infrastructure Committee  
May 18, 2017

# Neighborhood Engagement Process

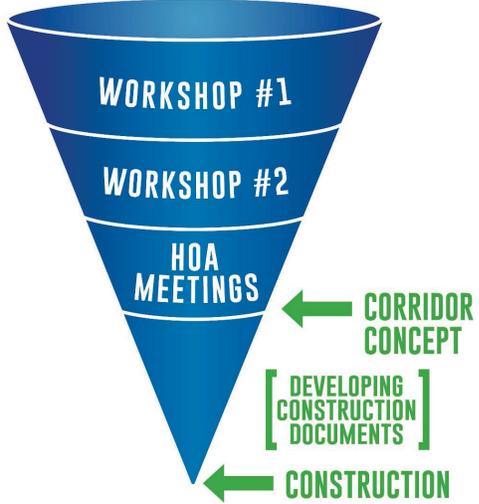


- Collaborate on the access needs
- Consult on the pedestrian crossings
- Inform on the Parkway concept and developer improvements



City Council Infrastructure Committee  
May 18, 2017

## Neighborhood Engagement Process



Questions

this page intentionally left blank

## **APPENDIX C**

*June 7, 2017 Design Workshop #1 - Presentation Slides*

this page intentionally left blank

# WELCOME!

## NEWPORT WAY NW Improvements Workshops

(From SE 54TH Street To SR 900)

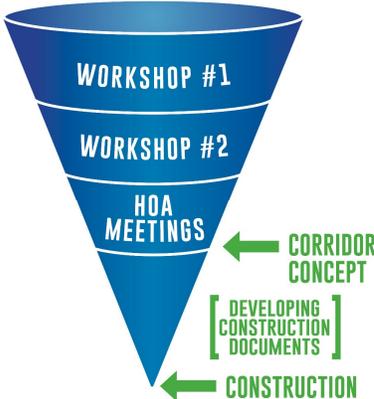
### Purpose of Workshops

- Gather community input and share information and ideas about improvements to Newport Way

### Format of Workshops

- Workshop No. 1 – June 7<sup>th</sup>
- Workshop No. 2 – June 14<sup>th</sup>

## Neighborhood Engagement Process



## Introductions

- Design Team Members
- Other City Staff
- Residents



## Project Goals

This project will address and provide for:

- Traffic access to residences
- Design for improved pedestrian and bicycle facilities and roadway crossings
- Design for future traffic on the corridor
- Maintaining or enhancing corridor character

## Project Goals

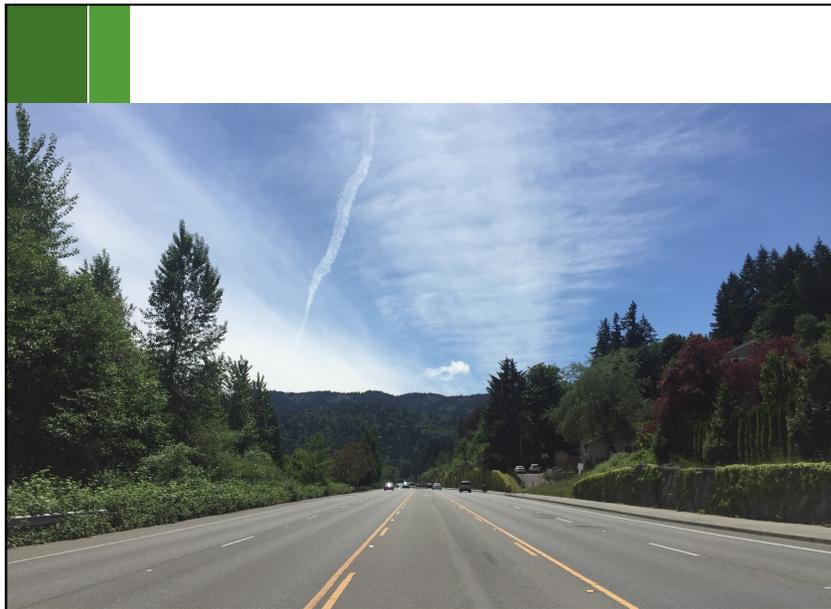


## Project Goals



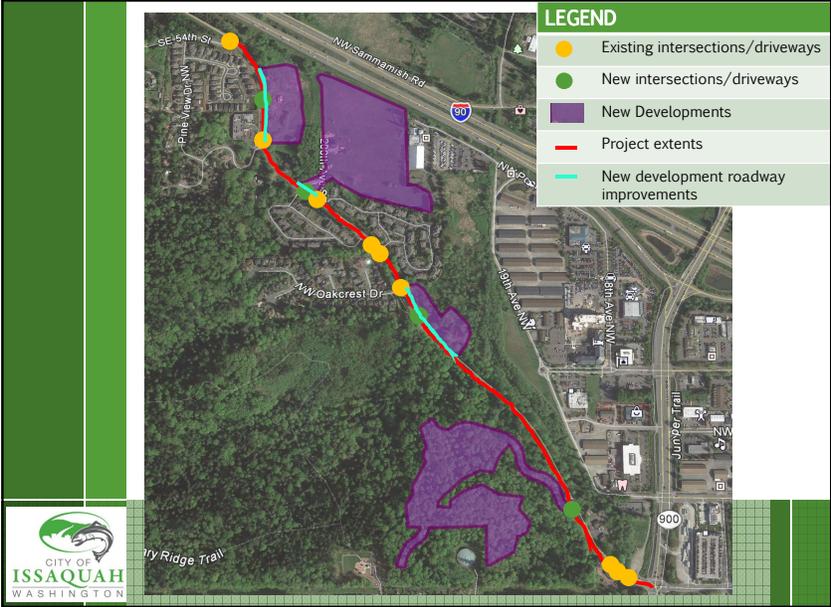
## How to Achieve Project Goals

- Add turn lanes for better access to driveways?
- Add crosswalks at appropriate locations?
- Implement traffic calming elements for slower speed (30mph)?
- Widen roadway for future traffic?
  - Do nothing?
  - Add turn lanes (3 lanes)?
  - 5 lanes (like SR 900)?
  - 7 lanes?



### Type of Street

- Minor Arterial
  - Half in Issaquah and half in Bellevue
  - Connects Lakemont Blvd to SR 900
  - Important local residential “street”
  - Connects residents to heart of Issaquah
    - Automobiles
    - Pedestrian walkways
    - Bicycle lanes/shared use path
  - Emergency access



## Roadway Design Elements

- Width/Number of Travel Lanes
- Driveways/Intersection Controls
- Traffic Calming (fitting type of street)
- Crosswalks
- Pedestrian/Bicycle Facilities
- Lighting
- Landscape

## Roadway Design Basics



## Roadway Design Basics

- Conflict Zones and Driver Understanding
- Traffic Analysis - Existing and Future
- Engineering Considerations
- Multimodal Facility Design
- Intersection Control Options
- Pedestrian Crossing Options
- Character Enhancement Options



## Traffic Analysis – Current Conditions

- Congestion occurs during morning and afternoon commutes at:
  - Newport Way NW/SR 900 intersection
  - Along the corridor where vehicles turn left into and out of side streets and driveways
- Alternative route when I-90 is congested
- Speed limit recently reduced from 40 mph to 30 mph
- Average speeds range from 32-34 mph and 85th percentile speeds range from 36-38 mph



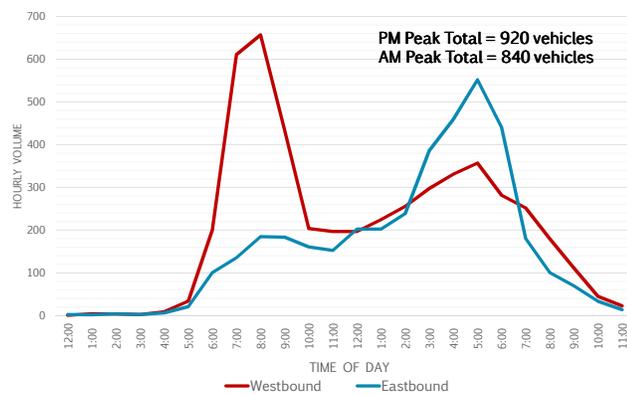
## Traffic Analysis – Existing Traffic Volumes

- Traffic counts were collected on May 9th through May 11th (prior to end of school year)
- Counts were slightly low and have been adjusted based on count data from previous years
- Included AM and PM peak hour turning movement counts at intersections and 24-hour tube counts at two locations



## Traffic Analysis

### 24-Hour Volumes on Newport Way NW, west of NW Pacific Elm Drive



## Traffic Analysis – Future Traffic Conditions

New developments:

- Gateway Senior Housing (146 units) = 37 PM peak hour trips
- Gateway Apartments (400 units) = 247 PM peak hour trips
- Riva Townhomes (36 units) = 26 PM peak hour trips
- Bergsma Homes (40 units) = 40 PM peak hour trips

Developments will add 350 PM peak hour trips and increase corridor traffic by 15%-16%



## Traffic Analysis – What does this mean?

- Intersection improvements to improve access to and from side streets
- Design treatments can lower vehicle speeds and improve pedestrian mobility
- A 3-lane roadway can accommodate all future traffic



## Engineering Considerations

- **Design constraints to be overcome:**
  - Roadway classification – Minor Arterial
  - Topography - steep embankments
  - Environmental - critical areas and wetlands
  - Existing 60' Right-of-Way

## Multi-Modal Facility Design

- **Key design for pedestrian and bike facilities:**
  - Good visibility
  - Comfortable spacing for crossings



## Multi-Modal Facility Design

- **Key design for pedestrian and bike facilities:**
  - Crossing distance
  - Minimize lane crossings for crosswalk



## Multi-Modal Facility Design

- **Key design for pedestrian and bike facilities:**
  - Appropriate intersection treatment crossings
  - Slowing vehicular speeds
  - Accommodating multiple types of users

- **Key design for traffic:**
  - Providing good sight distance
  - Consistent “heads up” treatments
  - Providing appropriate gaps in traffic
  - Protected and unprotected left turns

## Intersection Control Options

- For traffic access (intersection control):
  - Roundabouts
  - Signals
  - Stop control
  - T-Intersection control
  - Medians
  - Maintain consistency for driver expectations

## Roundabouts





## Roundabout and Pedestrian Refuge



## Character Enhancement Options

- Buffer plantings/street trees for sidewalk and multi-use trail Median plantings
- Decorative pavement treatments at crossings or at intersections
- Wetland and stream buffer enhancement plantings
- Aesthetic wall design
- Aesthetic railing design

# Character Enhancements



**APPENDIX D**

*June 7 Design Workshop #1 - Public Comments Received*

this page intentionally left blank



City of Issaquah  
Newport Way Workshop #1  
Citizen Comments  
6/7/17

**Bike Access**

Shared use path for bike/pedestrians very important

Both cycling facilities

Mixed-use trail

Confirm width of existing travel lanes? Pushing cars into bike lane; no room to pass bikes with comfortable space.

South side bike lane ~2.5'-3.5'

Large groups of cyclists have to wait for sufficient passing space in oncoming lane (weekends)

Bike lane maintenance – keep clear of debris

Need for different types of facilities for different user groups (bike lanes & trail)

Incorporate bikes and pedestrians, not just cars

**Pedestrians**

Shared use path for bike/pedestrians very important

Mixed-use trail

Look at Lakemont crossing – NOT safe

Any place that is going to have a crosswalk – red light & signal hawk

Popular on south side – traditionally walk on south side

Have to cross Newport for north side trail

Walking against fence

Do we have pedestrian volume counts? Should we get these before developments?

Have trail to Issaquah on north side of Gateway

Hawk signals or something with red lights at Oakcrest – drivers don't seem to pay attention to yellow flashing lights

Evaluate crossing location at Oakcrest

RRFBs at trailhead

At trailhead add a mid-block crossing

MTSG – which side of road? Move to south side?

Control/timing of SR-900 – future skate park across from Park and Ride

Make trail an enjoyable experience w/ amenities: benches, receptacles, interpretive elements

Crossing locations & sight lines → do crossings have to be at intersections?

Need for different types of facilities for different user groups (bike lanes & trail)

Incorporate bikes and pedestrians, not just cars

Ped safety at Riva stairs coming up to roadway right across street from trailhead (jay-walking)

There was a lot of talk about pedestrian traffic. It would be nice to have factual data (ped. traffic study?) to see how much ped traffic there actually is.

mixed use trail where possible

**Stop Control**

Option: look at 3-way stop sign; flying 'T'; no roundabout at 54th

stop sign at Pine Cone

Alt: 4-way stop; stop light at Pacific Elm Dr.

Traffic circle or stop lights (flashing, 4-way) at Oakcrest

4 way stop at Oakcrest

Stop control at this intersection (Oakcrest) will help w/ gaps

Simple intersection control: stop signs (reduce thru traffic) → stop signs used in Bellevue segment

Signal at Oakcrest

Roundabout concerns, entire corridor

Put a stop light at Oakcrest - provide U turn lane going east so Sammamish Pointe can do upturn and get into their development and U-turn for the trail head to turn at Oakcrest to turn into trail.

**Traffic Access**

54<sup>th</sup> is the main road form Cougar Mtn. (only ingress/egress)

Access to Pineview development via Pine Cone Dr.

Turn lanes – yes, at Pine Cone

200<sup>th</sup> Ave SE operates to funnel to second intersection

No LT into apartments (Sammamish Pointe)

Combine 200<sup>th</sup> Ave intersection w/ driveway from apartments

RAB creates steep drive on Pacific Elm Dr.; would affect drive on Newport way (change roadway path to accommodate space)

Need second entrance to Gateway

Additional access on N side of development – connect to Poplar

A lot of residents use dwy east of 200<sup>th</sup> Ave SE.

Only one entrance proposed to Gateway development?

Right-in/right-out at NW Pacific Elm Dr.

LT pockets at Sammamish Pointe

Spacing of Sammamish Pointe and Oakcrest intersections

Need two entrances to Sammamish Pointe

Loss of entrance to Sammamish Pointe

Close intersection spacing between Sammamish Pointe and Oakcrest

Concerns about one access point to Sammamish Pointe

What would a potential roundabout at Gateway do to secondary entrance to Sammamish Pointe?

Secondary access to Sammamish Pointe w/ potential future roundabout at gateway → how does this impact evening left-turn into Sammamish Pointe?

Lengthen the left turn lane when driving eastbound at the traffic light at SR900 and Newport Way NW. The current left turn lane (turns north onto SR900) has a capacity for 4 vehicles, maybe five (5) vehicles if all are compact vehicles.

Distance from NW Pacific Elm Dr. to Sammamish Pointe as two-way

Gateway development is restricting access to Sammamish Pointe w/ the current traffic circle design which would cause a bottleneck at the south entrance of Sammamish Pointe

Concern over gaps in traffic to access new development and exit Oakcrest

Center turn lane at Oakcrest

Left turn at trailhead

Center turn lane at trailhead

Don't want to create need for U-turn at trailhead

No median – yes turn lane at Legacy

SR-900 – U-turn at Legacy

People are taking RT off of SR-900, U-turning into driveways to go southbound on SR-900

Blocking driveway problems at Legacy (east and west driveways)

Solo and trailer semis into Legacy (East dwy, 15 yd.); exit at west driveway

Left turns out of east driveway from Legacy

U-turns in gravel driveway west of intersection at SR-900 – KC or city future plans?

Are development access points set or still flexible?

Trail on south side would tie into trailhead → how to prevent people coming from east from having to do a U-turn to get to trailhead?

Function of intersection at SR-900

Turn lane preferred, entire corridor

Intersections are closely stacked, entire corridor

Right-in/right-out concerns, entire corridor

Close intersection spacing, entire corridor

It is a concern to me that Legacy Landscaping property sits at the edge of the city road right-of-way. I am hoping that the City can move the road more to the north/east using King County property that is vacant vs. impacting a viable business. I am hoping that the City can/will keep the driveway on the southwest corner just west of the intersection at SR-900/Newport Way NW the same. Most of the time it is an easy in and out from/to any point/direction that involves the residents/business using the access as it exists. With the current signage most drivers on Newport Way are understanding and let movement into and through traffic that is blocking access to the driveway. If a bike lane and a pedestrian walkway are added I am not sure how that impacts getting into the flow of traffic. So that is a concern. Maybe there needs to be a newly created sign that reads: RESIDENTIAL DRIVERS HAVE RIGHT OF WAY so bikers and foot traffic have to provide safety for others besides themselves.

I also believe that a new road access on Newport Way NW for the Bergsma property is too close to the intersection of SR-900/Newport Way NW. I am of the opinion that the residents on the eastside of that development will have a more difficult time merging into traffic as it will be one more distraction of quick movement on residents from the new development to merge into the flow of traffic; which also adds more danger for us and traffic that they have to merge into. Then again maybe by their presence they will create a wide-eyed bushy tailed response to drivers who are headed east and need to let the Bergsma traffic merge into the flow hopefully slowing down the speed before it gets to the entrance of Legacy Landscaping allowing all of us room to merge into and out of traffic on Newport Way NW.

#### **Emergency Vehicle Access**

Make sure to place medians at key locations but not everywhere for fire access

Too tight for fire access at Gateway

Emergency service blockage at Pine Cone

How do emergency vehicles get through in heavy traffic w/ center medians?

**Corridor Character**

Preserve rural area parts

Avoid high walls

Strategic parts

Center median treatments

Character

Street lights

Look at minimizing buffer widths

Park at Hildreth?

Country road – vegetated; preserve trees, entire corridor

Sound mitigation

Width constraints – existing tree removal, encroachment into wetlands → what does full buildout do to the existing character of the corridor? (already significantly impacted w/ development)

Existing housing/neighborhoods have no flat park space/sidewalks; shared use trail on Newport is the best option

Becoming more of a residential street

How to prevent the neighborhood from becoming a less-desirable place to live

Noise

Keep “country” feel

Strategic median to beautify corridor & slow traffic

Avoid high retaining walls

Lighting on whole corridor

Lighting on roadway (currently just on trail)

Centerline medians/ parkway

**Sight Distance and Driver Safety**

Intersection at 54th is on a crest

Bad sight lines, lots of glare at 54th

Uphill at 54th

Intersection readjustment at 54th

Dangerous sight-line problems at 54th

Advanced warning for stop at 54th

Traction at 54th

No plantings – sight distance at 54th

Fast speeds at 54th

Speed concern at Gateway

Black ice on Pine Cone Dr.

Steep on Pine Cone Dr.

Black ice from this section [Pine Cone Dr.] to Sunset

Sight distance at Riva entrance

Safe zone good (median) at Legacy

Black ice – cross-slope on road, drainage coming down from side streets, shade

Line of sight entering corridor from 54<sup>th</sup>

Speed 45-50 mph not uncommon, especially at night; passing on double-yellow line

Rear-ending concerns w/ right turns out of side streets/driveways due to curves/limited sight distance

Not the Newport Speedway

Sight distance at driveways and side streets → vertical & horizontal

54<sup>th</sup> is the most dangerous due to vertical and horizontal sight distance → realign

Topography/sight lines at 54<sup>th</sup>

No landscaping for visibility to senior housing

We believe the recent traffic analysis performed in May is misrepresentative of actual “usual conditions” and should be redone. For instance: The roadway tubes were placed close to the westbound traffic roadway radar reader....of course speed levels would be lower. It does not take a rocket scientist to figure that one out; the traffic analysis was done during roadway construction at the Oakcrest intersection thus causing further traffic speeds reductions; and, at the same time probably lowering vehicle counts as some drivers opted for alternative routes; the east bound traffic flow speeds were reduced because of the Oakcrest intersection steel plates in the roadway; there was a long-haul dirt truck turnover at the intersection of SE 54th and Newport Way one morning during the traffic count that further reduced traffic flow and speeds; and, at one point the IPD blocked westbound traffic entry onto Newport Way at SR 900; lastly, we “corridor” citizens strongly urge a traffic analysis re-do once the roadway construction activities cease, and let’s try for mid-September.

The city hired your/KPG engineering firm to study what improvements would make Newport Way NW safer for all who use it. How they are designed to be safer is the big question and where those safety designs are implemented is the big question and a third question is at what dollar cost. I truly believe a lot of relief would come from enforced signage: do not block driveways; stop; merging traffic; private driveway ahead; turning traffic ahead; etc.

Trees along Newport Way whether in the center lane or on either side of the road way should be not planted; the road has curves and hills. Drivers, bicyclist and walkers need to have site distance available to make their use safe. Trees will use funds to maintain them and in the end if you plant them they will in time need to be removed like all trees planted in the median around Issaquah. I think Newport Way with minimal improvements is best. Some regulated traffic improvements are needed; but I believe that accidents will happen no matter what improvements are made as it is not an easy road to be regulated.

### **Traffic**

SR 900 backs up to intersection at Pine Cone

Bottleneck intersection at Pine Cone

How much money from developers for traffic mitigation?

What level of cut-through traffic is anticipated/designed for? Will cut-through traffic be actively encouraged/discouraged?

Can we differentiate between pass-through and local traffic within overall traffic volumes?

Construction trucks (new since development started)

Viability of I-90 → drives cut-through traffic

No more than 3-lanes – minimize property and environmental impacts and not attract regional traffic

Heaviest trailhead use on weekends – not during commute hours: bigger parking lot → bigger weekend crowds

What does wider road do? → noise, new traffic, property impacts, environmental impacts

If the City adds more lanes the traffic numbers will gridlock the roads within the city and in-and-out of the city as the connecting roads beyond the City of Issaquah (I90, SR900, Issaquah/Hobart Road, West lake Sammamish Parkway) have not increased their capacity to accept the numbers of increased traffic once leaving Issaquah. A short distance of east lake Sammamish parkway is wider, but there are a lot of roadways that spin off of Eastlake going away from the city. NOT so with Newport way at either end. Until something is done to the roads beyond the city limits there is no need to make Issaquah a PARKING LOT, by adding more lanes available to traffic which will sit and slowly move to access the one lane or filled to capacity roads leaving Issaquah. It doesn't make sense to take peoples' property and turn it into a parking in front of their remaining property causing increased pollution to the city's residents.

Newport is becoming a true "residential" street and should be treated that way. Anything that can be done to limit non-residential, non-essential traffic would be a blessing.

### Property and ROW

Identify houses affected by widening – Sammamish Pointe

Is there any WSDOT limited access ROW? What is delineated by existing chain link fence?

ROW/space requirements for development access (roundabout)

ROW concerns w/ existing homes

Privacy of properties & property values along corridor w/ widening/full buildout

Concerns about losing backyard & trees/screening

Property values

Narrow up planting areas to 4' to preserve/maintain ROW

Get ROW from Gateway

ROW impacts to trees, commercial businesses, residences

How much does roadway section impact properties': privacy, yard space, value

Gateway should provide ROW to allow Sammamish Pointe to access roundabout

The roadway Right of Way reaches 15 feet on either side of the current roadway, and especially on the south side (the Summerhill side) that 15 foot Right of Way, if the roadway were to be widened, will potentially encroach right up to four or five Summerhill properties beginning at Oakcrest Dr. and moving west. Please bring to Wed's meeting plat maps &/or site maps showing the Summerhill properties boarding Newport Way. We know of at least one property (1230 Oakcreek PI NW) that intends to build a backyard fence this summer.

Please bring plat/site maps of the Sammamish Pointe Condos. The 15 foot roadway Right of Way may well encroach into the Sammamish Pointe Condo's properties that border Newport Way. Perhaps the City should survey the fence line of Sammamish Pointe condo's to see if the fence is inside or outside the current 15 foot Right of Way.

It has come to our attention, not previously disclosed / discussed with the public, that the City's Development Services Dept has granted the Riva project certain variances to "move" its property line south and infringe into/onto the city's Right of Way along the north side of Newport Way, e.g. along the westbound lanes. If this is in fact true, and not a rumor, then Development Services has overstepped its authority and should be severely reprimanded; and, the setback should be reset so not to infringe on the city's roadway Right of Way.

The developers on the north-side of Newport Way should have gone to Rowley and the property owners close to I-90 and bought a right-of-way using the flat lands for vehicle/pedestrian/bicycle access. This access would have taken them on flatlands to SR-900. Much safer for all and probably a better solution than trying to make Newport way user friendly to all.

The new developments need to make concessions (contribute land to create a roundabout) without taking away from existing homeowners.

### **Parking**

At Hildreth: 40 max spaces, currently single home

20 parking spaces at trailhead

Safe access to trailhead parking lot

Future parking at trailhead improvements – access on/off corridor

Spyglass, 60 spaces

### **Planning and Development**

How much money from developers for traffic mitigation?

How did developers get to this point ahead of the larger corridor vision? What was city review process?

Will corridor remain designated as “minor arterial”? How far out are we planning for? Forward compatible?

Will roadway improvement be implemented while development still in progress.

When will the rest of the corridor be improved?

Carrying improvements west to Lakemont/city line?

How will current development affect sections that are not yet improved

Bus stops designed with development

Potential future connections to roundabout at Gilman

New future connection to roundabout at Gilman → don't preclude?

Years ago we were told that Maple would be a through street to Newport Way and the short section between where Newport Way joined Maple would be blocked off west of SR-900 and only used in case Maple was temporarily impassable.

### **Buses**

School bus stop on Pine View Dr.

Bus makes RT from 54<sup>th</sup> onto Newport

School bus stop on Pine Cone Drive and again on Newport EB

School bus stop at Pine Cone intersection

School bus stop at Pacific Elm Dr. intersection

Bus stop east of NW Pac. Elm Dr.

Bus stop for new development (Gateway)– how many kids?; how long will bus be queued up?

School bus stop west of Sammamish Pointe

School bus stops at Oakcrest Dr.

Why don't school buses have to pull off roadway (into developments) to load?

School bus, transit (future?)

### **Community Engagement**

I would like to be informed and advised of all plans/designs in the works that impacts the access to my house, my neighbors' and Legacy Landscape prior to formal presentation to the City Residents. I have been corresponding with the City for years on how best to resolve issues that arise with our driveway's access. A THOUGHT: it needs to be a 5 way intersection through some magic that engineers have in their hat. ANOTHER THOUGHT; design a specific holding spot in the left center turn lane for a car to wait when wanting to turn left into the driveway when heading west on

Newport Way NW after the intersection. So far things have worked fine. Drivers already see me waiting and mostly stop to let me cross through to my driveway. In talking briefly with Sessyle after the group interaction, she said that "right in; right out" was not acceptable to her/their/kpg's way of planning for our driveway.

Keep up the good neighborhood engagement process and keep us Newport Way NW corridor residents up to speed.

Group people by location so at the next meeting so they can talk about how they would like to see the property access/road to be developed in front of their access.

Need to talk about SR-900 and Newport Way & Bergsma Property

Lot of good input and KPG appeared to listen. Proof will be in the proposed option. The Comeback.

It would have been helpful to have a higher-level overview of the whole corridor the same size as one sheet.

I was disappointed to hear that the City plans to just "dust off" 10-year-old plans for Newport east of SR-900. Those plans, regardless of the City's messaging did (and do) not have a sufficient level of public input. I very strongly encourage the City to have similar workshops for that section of Newport Way NW.

Good presentation, excellent comments by all involved.

Very appropriate to have a meeting series like this. You won't be able to satisfy everyone, but people like to know they've been heard. Kudos.

Great meeting with lots of interaction. Thank you!

**APPENDIX E**

*June 7, 2017 Design Workshop #1 - Presentation Boards*

this page intentionally left blank



# WELCOME!

WORKSHOP #1

## NEWPORT WAY IMPROVEMENTS

[ From SE 54<sup>TH</sup> Street To SR 900 ]



### PROJECT GOALS

**This project will address and provide for:**

- Traffic access to residences
- Design for improved pedestrian and bicycle facilities and roadway crossings
- Design for future traffic on the corridor
- Maintaining or enhancing corridor character



## PROJECT GOALS

### How to Achieve Project Goals:

- Add turn lanes for better access to driveways?
- Add crosswalks at appropriate locations?
- Implement traffic calming elements for slower speed (30mph)?
- Widen roadway for future traffic?
- Do nothing?
- Add turn lanes (3 lanes)?
- 5 lanes (like SR 900)?
- 7 lanes?



NEWPORT WAY IMPROVEMENTS

## ROADWAY ANALYSIS & DESIGN CRITERIA

### Roadway Analysis & Design Criteria

- Conflict Zones and Driver Understanding
- Traffic Analysis - Existing and Future
- Engineering Considerations
- Multimodal Facility Design
- Intersection Control Options
- Pedestrian Crossing Options
- Character Enhancement Options



NEWPORT WAY IMPROVEMENTS

## PROJECT SCOPE & SCHEDULE

| Tasks   | 2017 |              |      |     |      |     |     |     |
|---|------|--------------|------|-----|------|-----|-----|-----|
|   | May  | June         | July | Aug | Sept | Oct | Nov | Dec |
| Preliminary Environment Reconnaissance<br>(Critical Areas, Streams, Wetlands) | ■    |              |      |     |      |     |     |     |
| Traffic Counts and Analysis   | ■    | ■            | ■    |     |      |     |     |     |
| Community Engagement and Outreach   |      | ★ 7th ★ 14th | ■    | ■   | ■    | ■   | ■   | ■   |
| Preliminary Design  |      |              | ■    | ■   | ■    | ■   | ■   | ■   |
| Apply for Grants  |      |              |      | ■   | ■    | ■   |     |     |

### First Year Deliverables

- Corridor Concept
- Cost Estimate
- Grant Applications



### NEWPORT WAY IMPROVEMENTS

## TRAFFIC CONTROL

### Signal



### NEWPORT WAY IMPROVEMENTS

TRAFFIC CONTROL

Stop Sign



NEWPORT WAY IMPROVEMENTS

TRAFFIC CONTROL

Roundabout



NEWPORT WAY IMPROVEMENTS

## PEDESTRIAN CROSSING

### Rectangular Rapid Flash Beacon (RRFB)



NEWPORT WAY IMPROVEMENTS

## PEDESTRIAN CROSSING

### Pedestrian Refuge



NEWPORT WAY IMPROVEMENTS

ROADWAY COMPARISON

Newport Way examples



"wooded" example



"open" example



NEWPORT WAY IMPROVEMENTS

ROADWAY COMPARISON

SR 900 (5-lane comparison)



NEWPORT WAY IMPROVEMENTS

## ROADWAY COMPARISON

### Existing driveway/intersections



## NEWPORT WAY IMPROVEMENTS

## ROADWAY COMPARISON

### Existing driveway/intersections



## NEWPORT WAY IMPROVEMENTS

## ROADWAY COMPARISON

### Existing driveway/intersections



NEWPORT WAY IMPROVEMENTS

## ROADWAY COMPARISON

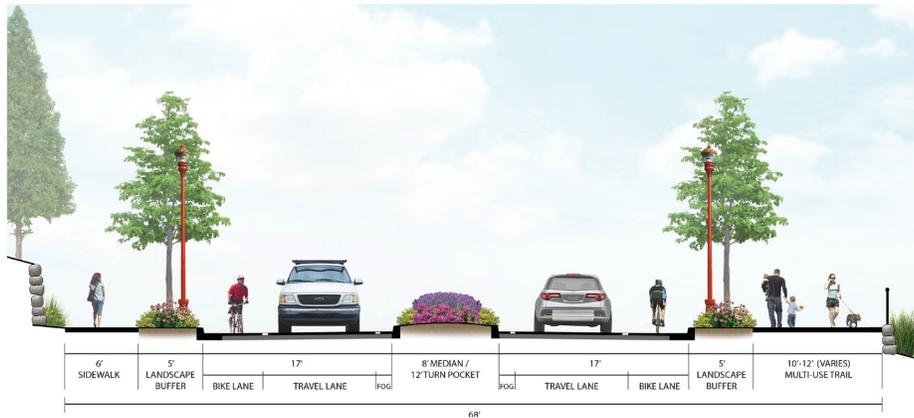
### Existing driveway/intersections



NEWPORT WAY IMPROVEMENTS

## ROADWAY SECTIONS

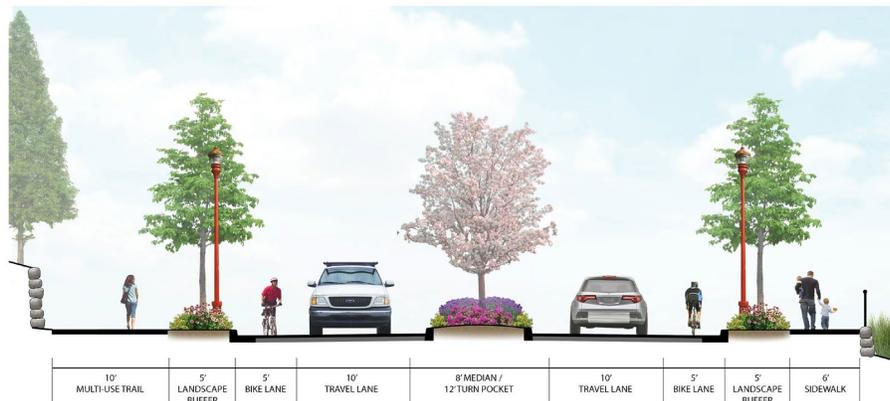
### Multi-use trail on north side



### NEWPORT WAY IMPROVEMENTS

## ROADWAY SECTIONS

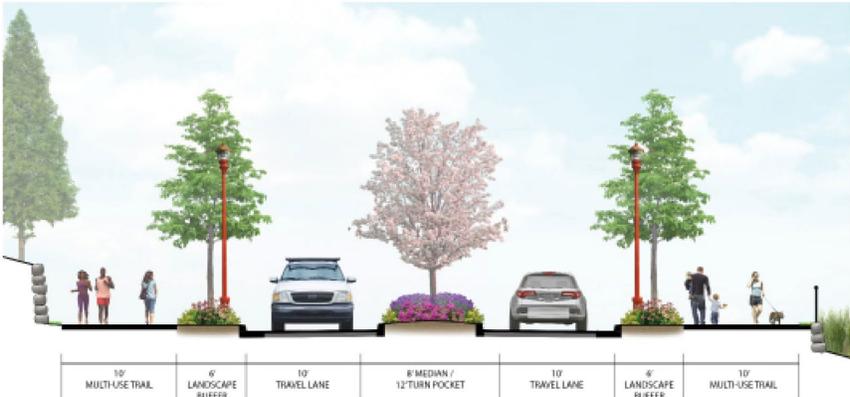
### Multi-use trail on south side



### NEWPORT WAY IMPROVEMENTS

## ROADWAY SECTIONS

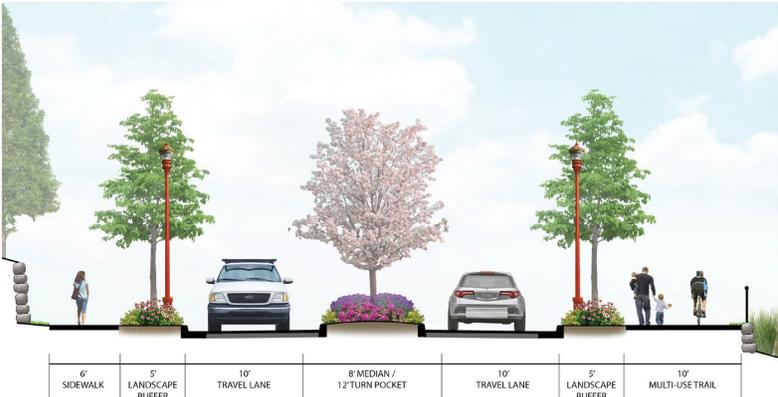
### Multi-use trail on both sides / no bike lanes



NEWPORT WAY IMPROVEMENTS

## ROADWAY SECTIONS

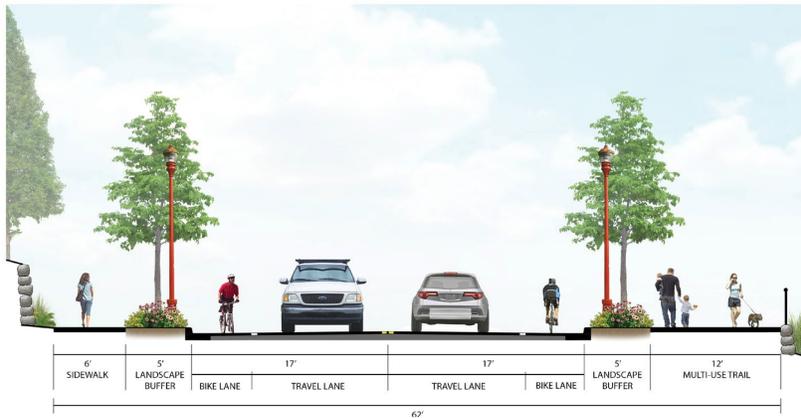
### Multi-use trail on north side / no bike lanes



NEWPORT WAY IMPROVEMENTS

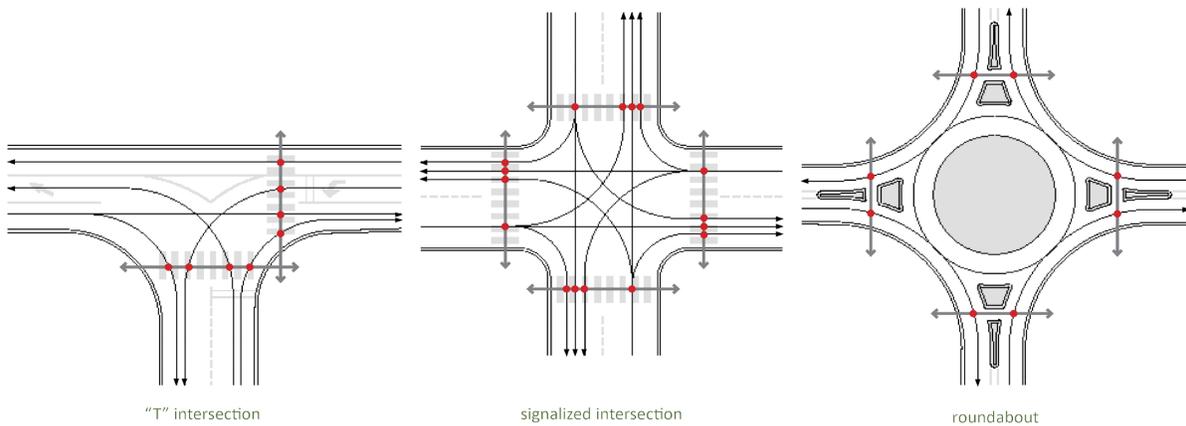
## ROADWAY SECTIONS

### Multi-use trail on north side / no median



### NEWPORT WAY IMPROVEMENTS

## INTERSECTION CONTROL CONFLICT ZONES



### NEWPORT WAY IMPROVEMENTS

## TYPE OF STREET

### Minor Arterial

- Half in Issaquah and half in Bellevue
- Connects Lakemont Blvd to SR 900
- Important local residential “street”
- Connects residents to heart of central Issaquah
  - Automobiles
  - Pedestrian walkways
  - Bicycle lanes/ shared-use path
- Emergency access



NEWPORT WAY IMPROVEMENTS

## ROADWAY DESIGN ELEMENTS

- Width/ Number of travel lanes
- Driveways/ Intersection controls
- Crosswalks
- Pedestrian/ Bicycle facilities
- Lighting
- Landscape



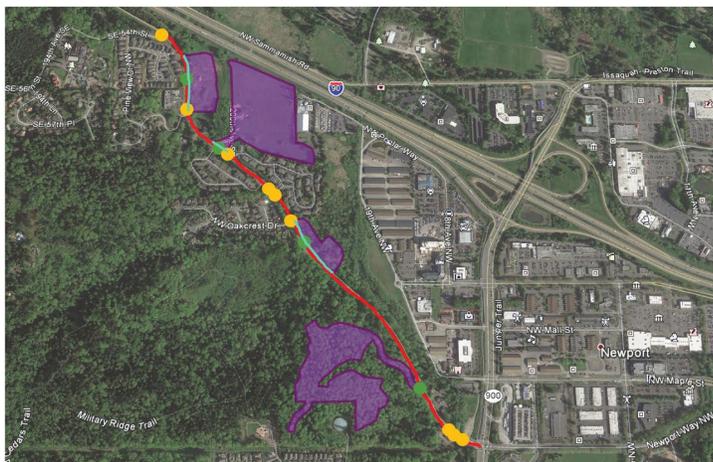
NEWPORT WAY IMPROVEMENTS

## ROADWAY DESIGN BASICS



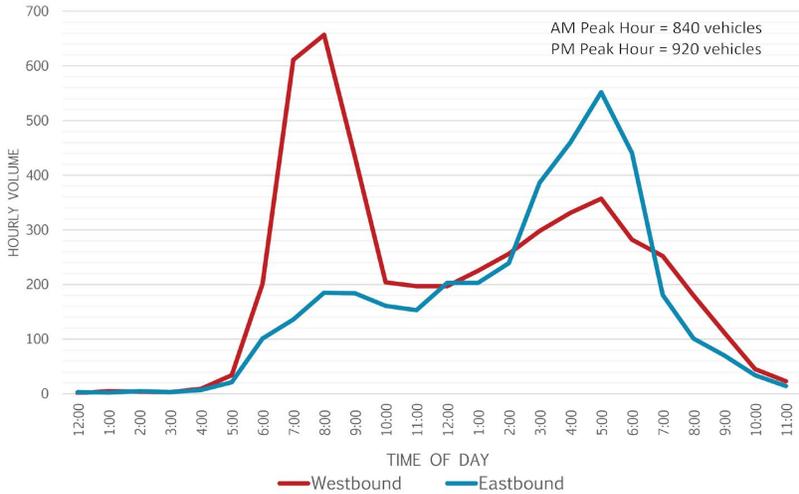
### NEWPORT WAY IMPROVEMENTS

## CORRIDOR OVERVIEW



### NEWPORT WAY IMPROVEMENTS

### TRAFFIC ANALYSIS



NEWPORT WAY IMPROVEMENTS

### TRAFFIC ANALYSIS

#### Future Traffic Conditions

#### New Developments

- Gateway Senior Housing (146 units) = 37 PM peak hour trips
- Gateway Apartments (400 units) = 247 PM peak hour trips
- Riva Townhomes (36 units) = 26 PM peak hour trips
- Bergsma Homes (40 units) = 40 PM peak hour trips

Developments will add 350 PM peak hour trips and increase corridor traffic by 15%-16%



NEWPORT WAY IMPROVEMENTS

**APPENDIX F**

*June 7, 2017 Design Workshop #1 - Photos*

this page intentionally left blank







**APPENDIX G**

*June 14, 2017 Design Workshop #2 - Presentation Slides*

this page intentionally left blank



# WELCOME!

## NEWPORT WAY NW Improvements Workshops

(From SE 54th Street To SR 900)

## Recap of Workshop #1

## Project Goals

This project will address and provide for:

- Traffic access to residences
- Design for improved pedestrian and bicycle facilities and roadway crossings
- Design for future traffic on the corridor
- Maintaining or enhancing corridor character



## Major Understanding

- Three-lane section
- Two types of bike facilities
  - On-street (commuters/weekend warriors)
  - Multi-use trail (families and MTS)
- Engineering design solutions
  - Sight distance issues
  - Improved drainage
  - Warrants for signals and all-way stop-controlled intersections



## Major Understanding

- Engineering design solutions (continued):
  - Improved and consistent roadway lighting
  - Noise impacts
- School bus stop integration
- Maintaining or enhancing corridor character

## Major Understanding

- Driver expectations
- Driver frustration
- Driver experience on residential street

It's Complicated!



## Roadway Design Elements

- Travel Lanes
- Driveways/Intersection Controls
- Traffic Calming
- Crosswalks
- Pedestrian/Bicycle Facilities
- Lighting
- Landscape



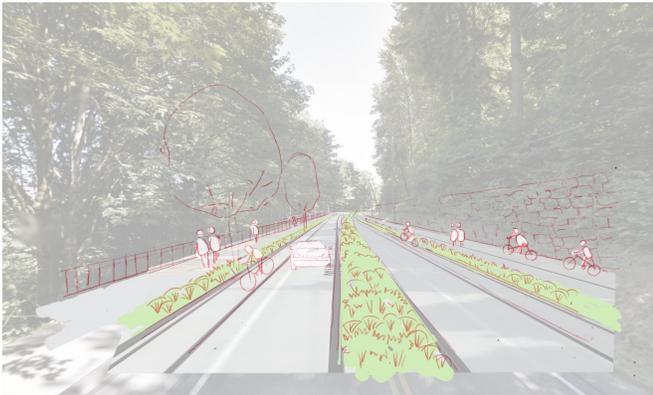
## Three-Lanes with Left Turn Pocket

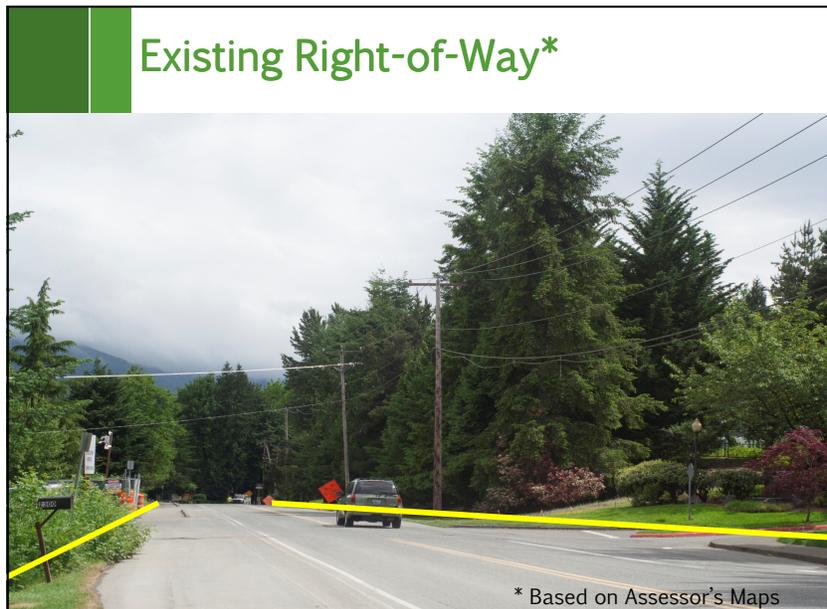


## Considerations

- Minimize impacts to properties and environment
- Provides access to side streets/drives
  - Consider traffic calming – character of the road
  - Consider gaps for pedestrian crossings
  - Consider additional intersection treatments for turning vehicles

# Adjusting the Roadway Cross Section





### Alternative Buffer Zones



### Alternative Median Treatments



How do we support the  
neighborhood character?

## Traffic Calming



### Traffic Calming



### Traffic Calming



## How do we create pedestrian crossings?

### Pedestrian Refuge with Intersection Lighting



### Buffered Crosswalks



### Pedestrian Signs



Is there a need for additional  
intersection controls?

## Roundabouts



### Signals



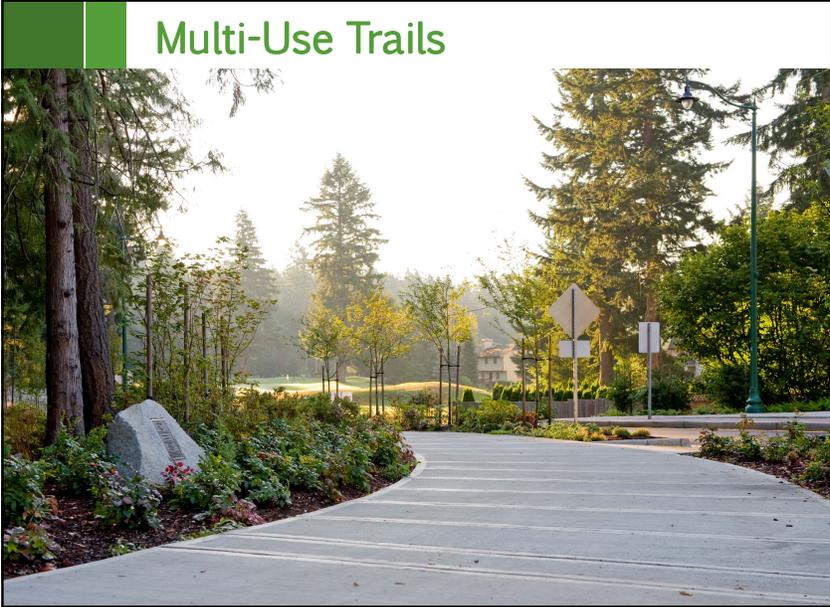
### All-Way Stop



## Pedestrian & Bike Facility Options

## Sidewalks





## Bike Lanes



## Buffered Bike Lane



### Buffered Bike Lane with Curb



It's Complicated!



## **APPENDIX H**

*June 14, 2017 Design Workshop #2 - Public Comments Received*

this page intentionally left blank



**City of Issaquah**  
**Newport Way Workshop #2**  
**Citizen Comments**  
**6/14/17**

**Bike Access**

- Bike lanes physically buffered, entire corridor
- Protected bike lanes, entire corridor
- Protected bike lanes for commuters to transit center/bike/rail, entire corridor
- Can bike traffic be separated into paired one-way routes on Newport & W. Lake Sammamish?
- Coordinate w/ bike clubs on how/whether to segregate bikes and pedestrians

**Pedestrians**

- Flashing: Issaquah Valley, Front St. & Trolley Stop
- Shift road 5ft NE for MTS, entire corridor
- Better crosswalk because of sight distance at 54th St.
- Crossing close for senior center at Gateway west entrance
- Put trail on south side, entire corridor
- Right turn alert for crosswalk at Pine Cone Dr.
- Like crosswalk on north side of Oakcrest, but ok if it moves east to mid-block
- Good location for crossing is just north of property line btw. Oakcrest and trail head
- Look or jog in crosswalk at Cougar Mtn. Regional Park
- Maybe don't need crossing at trailhead if have it at Oakcrest
- At Schlick – bus stop and daycare; not safe, no crosswalk
- Shift roadway alignment NE
- Stoplight for x-walks → show drivers where to stop
- Pedestrians in roundabouts doesn't seem safer
- Hawk signals, particularly at midblock crossings?

**Stop Control**

- Flying T at Gateway
- Flying T at Pine Cone
- Flying T at NW Pacific Elm
- All-way request stop signs at Oakcrest
- Great area for roundabout at Oakcrest
- 4 way stop or signal at Oakcrest
- 4-way stop at Summerhill / new development
- Stoplight for x-walks → show drivers where to stop

**Traffic Access**

- Slow right turns into Gateway block traffic, west entrance
- Break in median for left turns into Gateway, west entrance
- Connect Sammamish Pointe to roundabout
- Sammamish Pointe driveway stays as is!

Driveway before Pacific Elm Drive

Keep access at Sammamish Pointe

Add merge lane back in for Sammamish Pointe RT, east entrance

Add RT turn drop lane into Samm Pointe, east entrance, back in

Oakcrest need LT and RT?

Turn pocket left onto SR-900 too short

Left signal phase on SR-900 too short

Trucks use east legacy driveway

Stripe out driveway to Legacy: Do not block D/W; Present: DO NOT BLOCK w/ hatch

Please paint "Do not block"; currently a "do not block road" sign at E Legacy entrance

Hard to turn left into property from Newport by SR-900 (been rear ended)

Currently don't use east driveway into Legacy

DO NOT BLOCK DW markings at Legacy

Garbage pick-up along Newport at several locations

Add curves in roadway at roundabout approaches to show traffic? → How does this affect secondary access to Sammamish Pointe?

Make roundabout discussion a 3-way conversation w/ Gateway, Spyglass, & Sammamish Pointe *before it's final*

Hatch out driveways in left turn lanes so people don't block

Without shoulders, where does a maintenance truck pull over for required maintenance?

#### **Emergency Vehicle Access**

Break up long medians for fire access, whole corridor

Legacy driveway functions as emergency access

Need emergency services buyoff

#### **Corridor Character**

Rest areas on both sides of streets for metro and play area at Pine Cone Dr.

City park or dog park at Hildreth

No median; keep existing trees and planter, entire corridor

Keep existing trees

Concern that doors swing [onto SW] from Riva

Intersection treatments for aesthetics at Oakcrest

Trees in planters not as important; keep existing trees (near Oakcrest)

No median w/ vegetation, SE portion of corridor

Save as many trees; minimize lanes as appropriate, entire corridor

Necking down to 2 lanes where parcels are undevelopable → no need for access and calms traffic; preserves natural environment, entire corridor

All the way – narrow roadway

No planter? Save buffer between building and roadway at Legacy and nearby businesses

Factor in cost of plantings (both install and maintenance)

Please don't cut down natural old trees on the side of the road to make room for planted trees/shrubs in median

### **Sight Distance and Driver Safety**

Winter – dark along corridor

Improving sight distance at NW corner, 54th St.

During summer, the sun makes seeing crosswalk and road difficult at 54th

Sight distance while exiting 54<sup>th</sup>

Steep driveway at Gateway

Radius or turn into driveways to slow traffic at Pine Cone Dr.

Sight distance bad at NW corner of Oakcrest

Sight distance concern at Riva

Explain how traffic slows down with a 3-lane

Eroding edge on Legacy thru-road nearest to SR-900

### **Traffic**

How to do maintenance along corridor? Where to put trucks?

Potential Talus connection could bring a lot of traffic to SR-900 [but this connection will not happen]

Can we post sign for no trucks (entire corridor)?

Typical PM backup to SR-900 reaches business driveways on E side of road (500 ft)

Current traffic avoiding light at Newport

Signal timing favors SR-900

Who controls intersection (SR-900)?

Backs up on Newport east of SR-900 to turn left; queues up too long

Laura Claywell designed SR-900, WSDOT (206) 440-4568

What factors other than traffic volumes are considered for traffic warrants

When left turn pockets aren't long enough, the backup blocks thru-traffic lane (e.g. SR-900)

### **Property and ROW**

Move the ROW for roundabout into Gateway property

Don't want to move existing fence line across from Pacific Elm Dr.

Ditch and new fence on north side of Oakcrest

Check limited access at SR-900 Englebret corner

Shrink Gateway roundabout and shift onto Gateway property

Concern over taking of full ROW → privacy, yard space, private improvements → told before annexation that Sammamish Pointe had 10' easement around property and it's currently being used

### **Parking**

Concerns over overflow parking at trailhead into Sammamish Pointe and Cougar Mtn.

Parking counts for Gateway?

### **Planning and Development**

Planned smaller (min) roundabout @ Trader Joe's & Target

Hold separate meeting w/ Development Services to discuss development impacts to corridor, roundabout, etc.

**Buses**

Need school bus stop for 100+ kids at Gateway east entrance

School bus on/off (pullout?) at Gateway east entrance

400 units → 400 kids → 6 buses to be stopped at same time at Gateway

Stacking school bus access at Gateway

School bus stop on north side of Oakcrest

School bus stop at Bergsma

**Community Engagement**

Coordinate so no one is left out of the loop

## **APPENDIX I**

*June 14, 2017 Design Workshop #2 - Presentation Boards*

this page intentionally left blank



# WELCOME!

WORKSHOP #2

## NEWPORT WAY IMPROVEMENTS

[ From SE 54<sup>TH</sup> Street To SR 900 ]



### ON-ROAD BICYCLE FACILITIES



conventional bike lanes



buffered bike lanes



protected bike lanes



## TRAFFIC CALMING



roadway medians



roadway planters



street trees



NEWPORT WAY IMPROVEMENTS

## MULTI-USE TRAILS



NEWPORT WAY IMPROVEMENTS

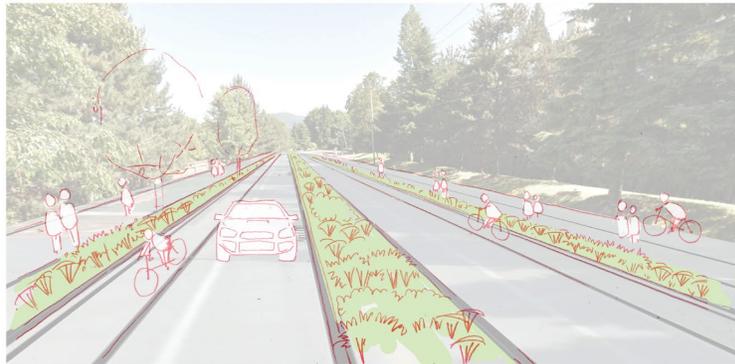
## RETAINING WALLS



NEWPORT WAY IMPROVEMENTS

## CONCEPTUAL CORRIDOR SKETCHES

### Typical Section (*western segment*)



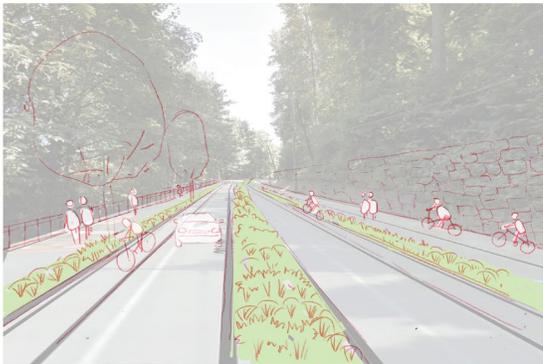
looking east near nw pacific elm drive



NEWPORT WAY IMPROVEMENTS

CONCEPTUAL CORRIDOR SKETCHES

Typical Section w/ Median (*eastern segment*)



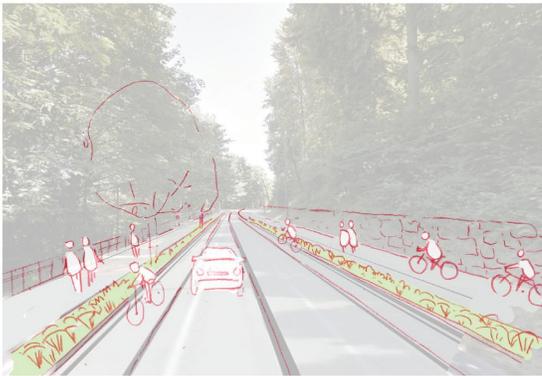
looking east between nw oakcrest drive and sr-900



NEWPORT WAY IMPROVEMENTS

CONCEPTUAL CORRIDOR SKETCHES

Typical Section w/out Median (*eastern segment*)



looking east between nw oakcrest drive and sr-900



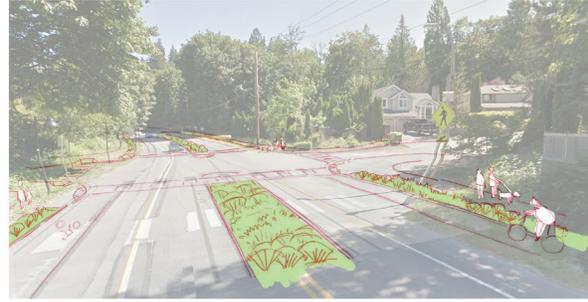
NEWPORT WAY IMPROVEMENTS

## CONCEPTUAL CORRIDOR SKETCHES

### Intersection Treatment Alternatives



looking east at nw pine cone drive



looking east at nw oakcrest drive



NEWPORT WAY IMPROVEMENTS

## CONCEPTUAL CORRIDOR SKETCHES

### Mid-Block Crossing Treatment



looking west at (future) cougar mountain trailhead



NEWPORT WAY IMPROVEMENTS

this page intentionally left blank

**APPENDIX J**

*June 14, 2017 Design Workshop #2 - Photos*

this page intentionally left blank







**APPENDIX K**

*June 15, 2017 Council Infrastructure Committee - Project Introduction Presentation Slides*

this page intentionally left blank



# NEWPORT WAY NW IMPROVEMENTS

From SE 54<sup>TH</sup> Street To SR 900

*Preliminary Design Project*



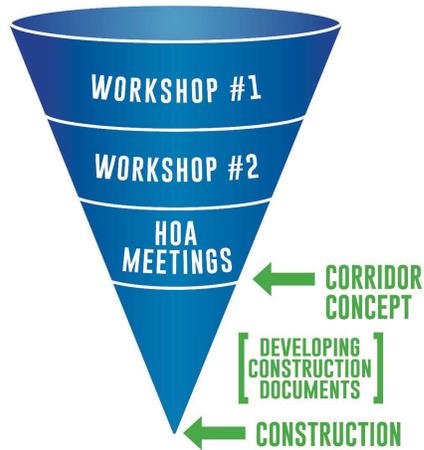
## Project Goals

This project will address and provide for:

- Maintaining or enhancing corridor character
- Design for future traffic on the corridor
- Design for improved pedestrian and bicycle facilities and roadway crossings
- Traffic access to residences



## Neighborhood Engagement Process



## Design Workshop #1

- 24 attendees at workshop
- Presentation
  - Engineering considerations
  - Traffic analysis
  - Pedestrian and bicycle facilities
  - Intersection control options
- Split into 4 groups to examine the corridor



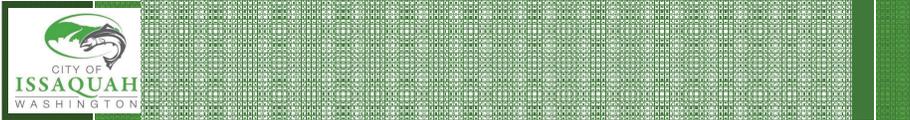


## Design Workshop #1

- Support for 3 lane section
- Difficulty getting in and out of neighborhoods
- Support for enhanced pedestrian facilities
- Support for enhanced bicycle facilities
- Frustration with poor driver behavior

## Design Workshop #2

- Presentation
  - Brief recap of Workshop #1
  - Benefits of 3 lane section to access issues
  - Signal and all-way stop intersection control warrants
  - Examples of design elements
- Split into 2 groups to examine the proposed concept and alternatives



## Design Workshop #2



## Design Workshop #2

- Desire for additional touch point regarding developments
- Intersection Control Options
- Minimize cross-section to save trees

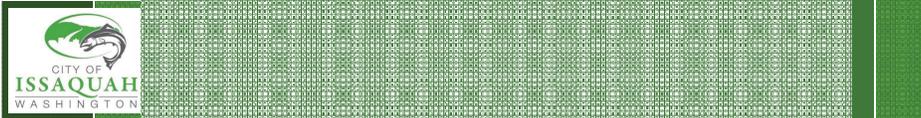


## Next Steps

- First Step
  - Digest feedback
  - Refine concept
  - Incorporate alternatives that had support
  - Research critical areas
  - Circulate concept for internal approval
  - Collaborate with partners
- HOA/Neighborhood meetings



# Comments



**APPENDIX L**

*July 24, 2017 Development Related Neighborhood Meeting #1 - Presentation Slides*

this page intentionally left blank





# Neighborhood Meeting: Newport Way Northwest

July 24, 2017

## Welcome!

Purpose of tonight:

Answer questions from previous  
workshops.

# Parking Lot Questions

- What we heard:
  - Development Review Process
  - Planning Process
  - Changes to Driveway Access
  - Right of Way

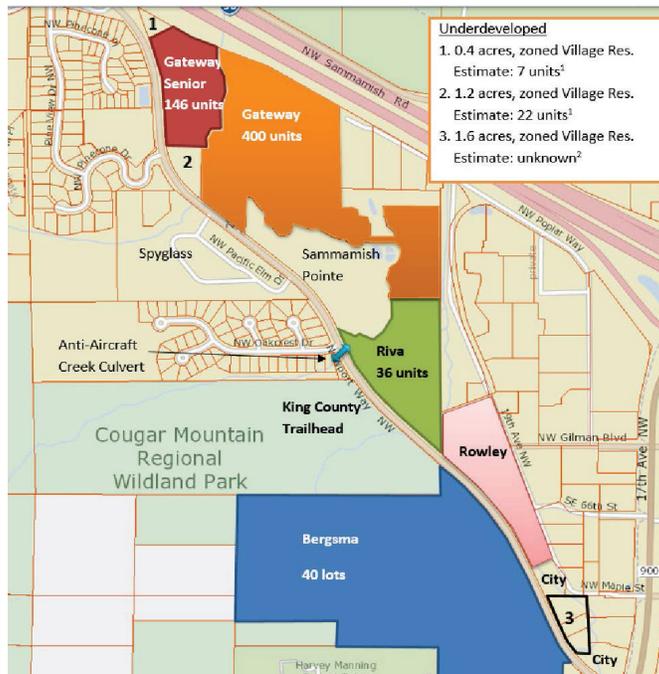
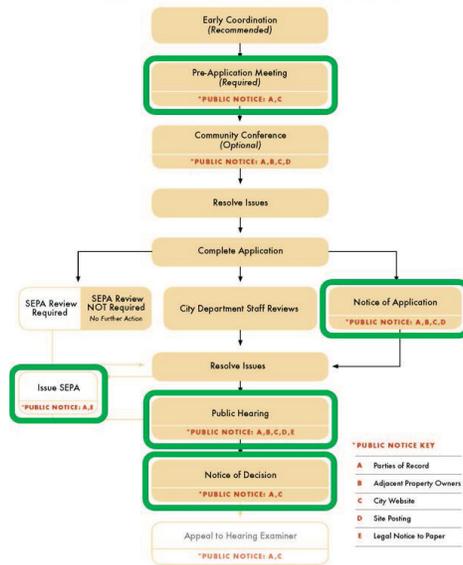
## Agenda

- Presentations (6:30-7:30 p.m.)
  - Development review process
  - History of Newport planning
  - Update on Gateway-to-Riva frontage improvements
  - Next steps on Corridor Concept
- Open House (7:30-8:30 p.m.)
  - Answer one-on-one questions

# Development Review Process

IMC 18.19A- CDD 3.15.D

Level 3 (Site Development Permit) Process:  
Gateway, Gateway Senior, Riva, Atlas, Inneswood, Vale

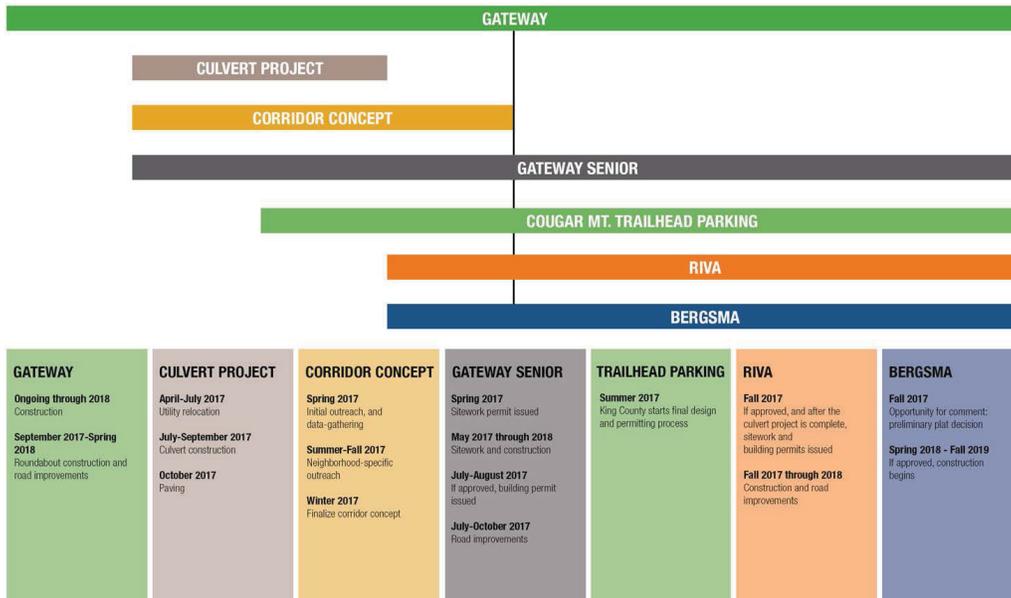


**NEWPORT WAY NORTHWEST  
TENTATIVE PROJECT TIMELINE  
2017**

REVISED JULY 24, 2017

Learn more about ongoing and proposed development, as well as traffic impacts, at [issaquahwa.gov/newport](http://issaquahwa.gov/newport)

**2018**



## Development Review Process

New proactive public outreach:

- Onsite construction signs
- Email lists
- Neighborhood meetings

## History of Newport Planning

### Planning processes

- Central Issaquah Plan
- Crossing Study
- Corridor Concept
- Meanwhile, developer applications

## Gateway-to-Riva Frontage



# Next Steps

- Corridor Concept
  - Refining the concept
  - Collaborating with partners
  - Scheduling HOA & neighborhood meetings
- Tonight: Break out to answer specific questions

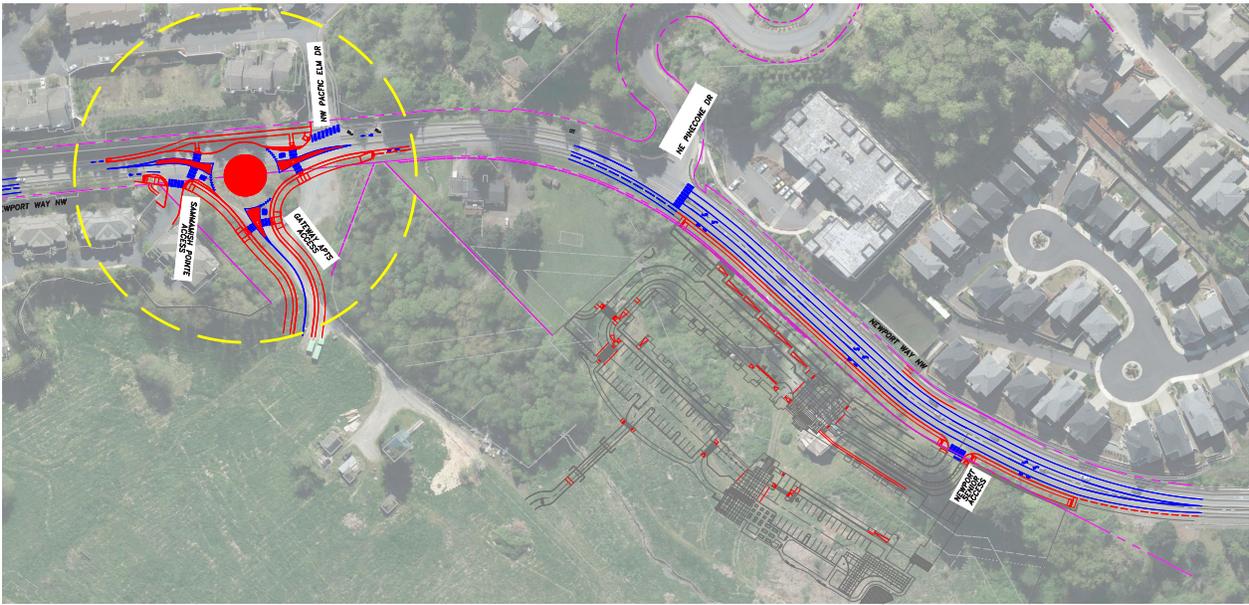
**APPENDIX M**

*July 24, 2017 Development Related Neighborhood Meeting #1  
Proposed Developer Frontage Improvements*

this page intentionally left blank







PRELIMINARY - FOR DISCUSSION ONLY

DATE: 04/21/2011

TENW

10000 0 50  
HORIZONTAL SCALE  
IN FEET

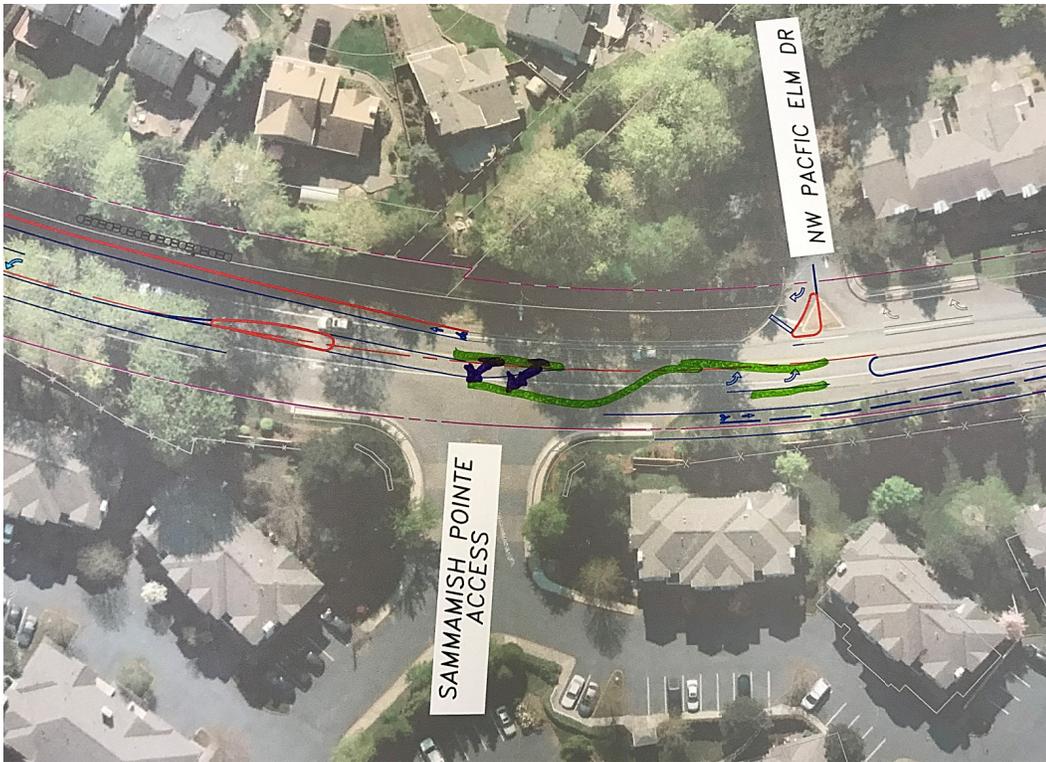
N

**APPENDIX N**

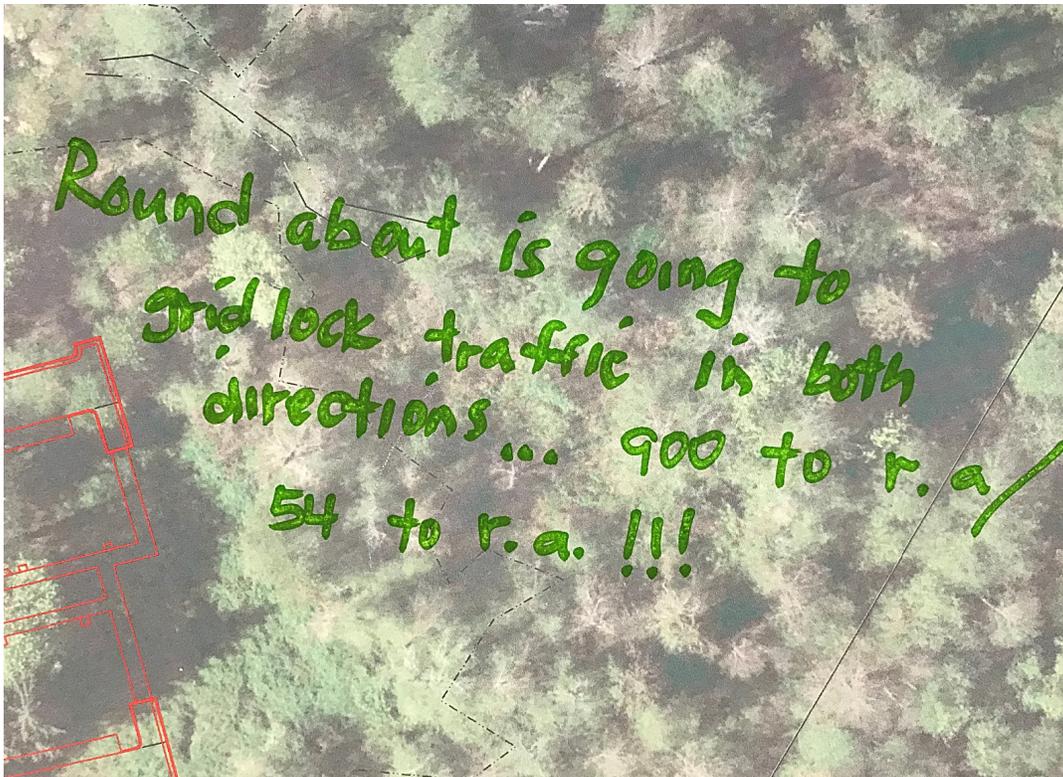
*July 24, 2017 Development Related Neighborhood Meeting #1  
Public Comments Received*

this page intentionally left blank

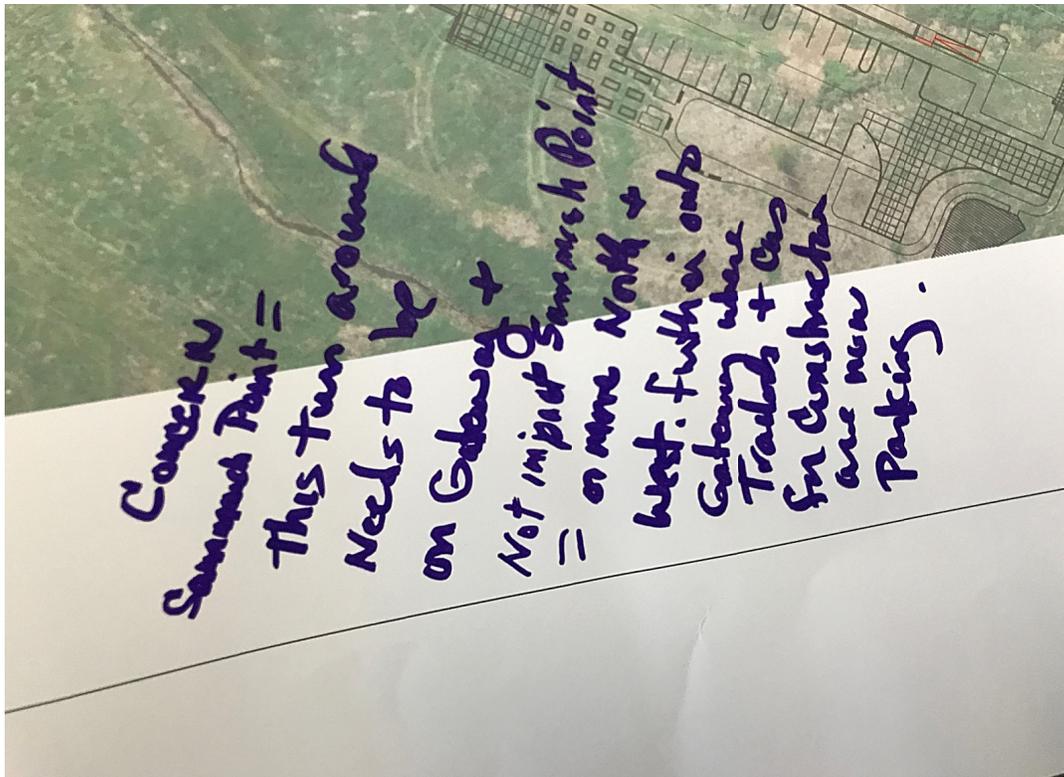
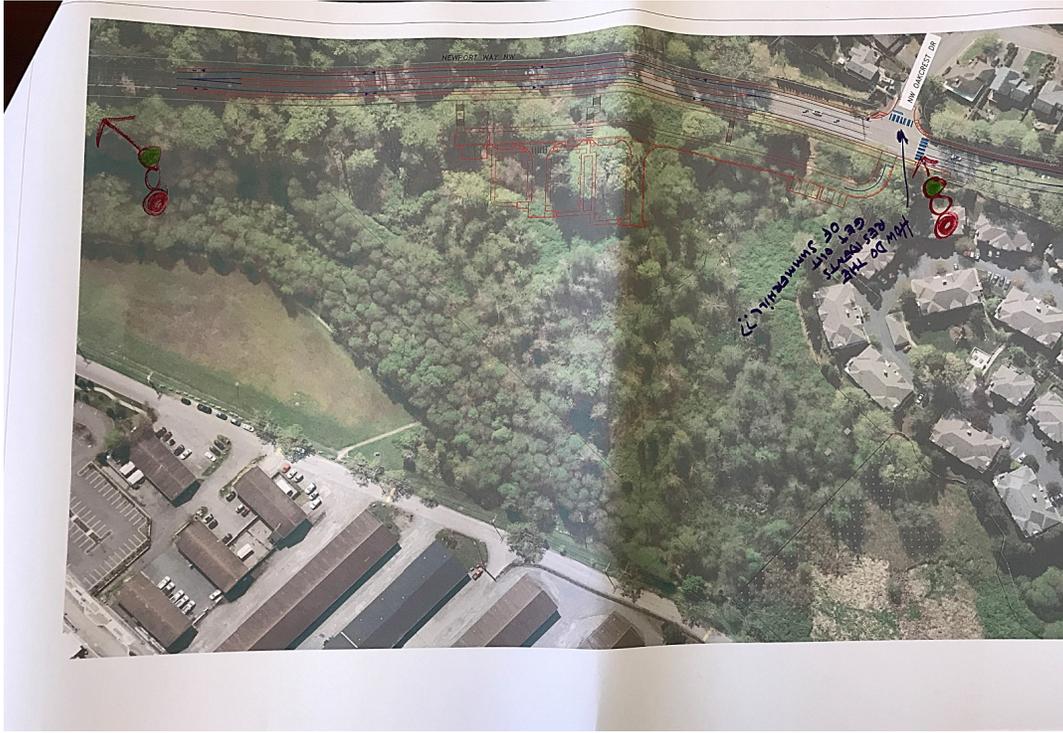




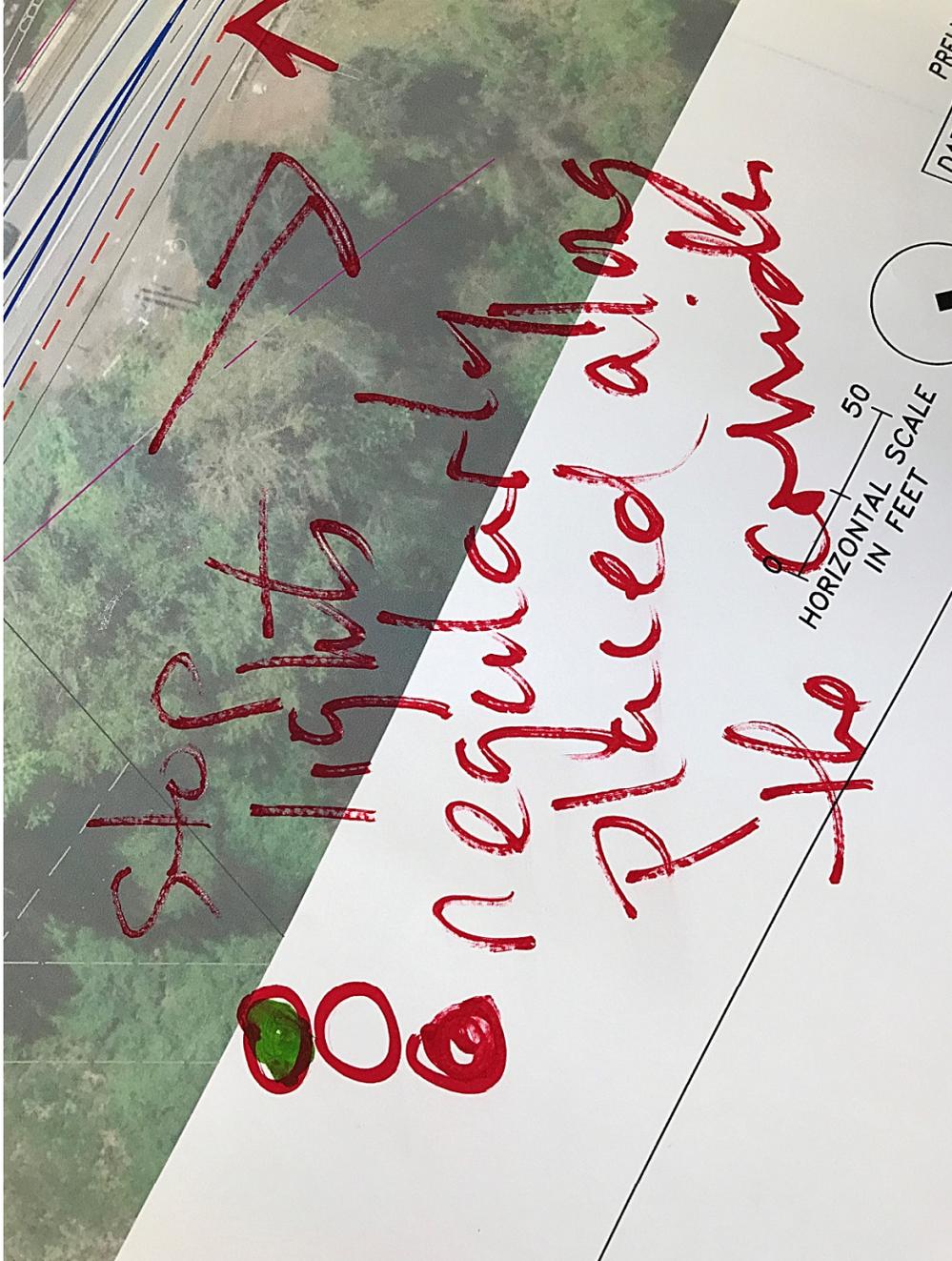












this page intentionally left blank

**APPENDIX O**

*July 24, 2017 Development Related Neighborhood Meeting #1 - Photos*



this page intentionally left blank



**APPENDIX P**

*August 22, 2017 Development Related Neighborhood Meeting #2  
Presentation Boards/Handouts*

this page intentionally left blank

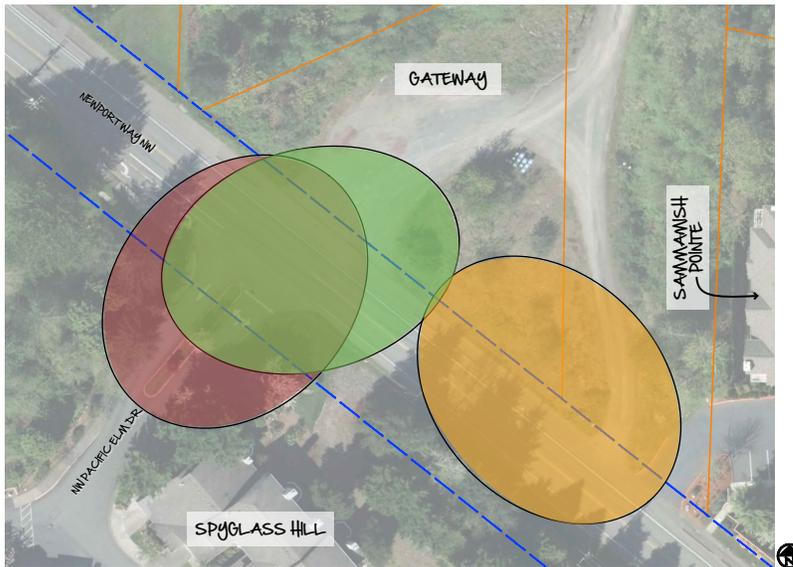
# WELCOME!

## SPYGLASS & SAMMAMISH POINTE NEIGHBORHOOD MEETING

**GOAL:** *Inform residents about the preferred concept for the Gateway roundabout regarding driveway grading, screening and access. It is expected that these improvements will be under construction this Fall.*

**IF YOU HAVE QUESTIONS, PLEASE JUST ASK!**

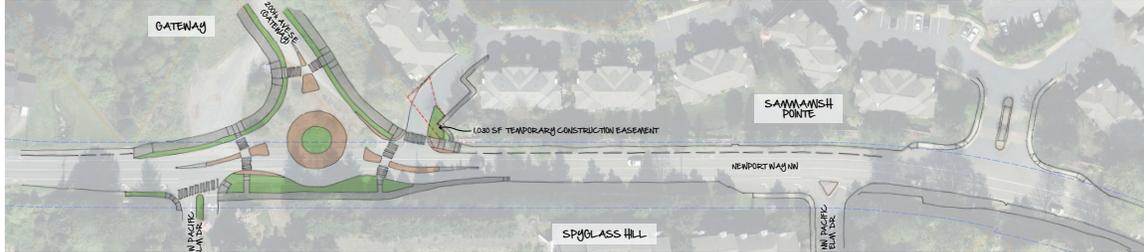
### FOOTPRINTS



-  **VERSION 1**
-  **VERSION 2**
-  **PREFERRED CONCEPT**

## ROUNABOUT LAYOUTS

## VERSION 2



## PREFERRED CONCEPT



SPYGLASS / SAMMAMISH POINTE NEIGHBORHOOD MEETING

AUGUST 22, 2017

## ROUNABOUT LAYOUT NOTES (CONT.)

## VERSION 2 NOTES:

- **Minor or no right of way impact** at Spyglass Hill's west driveway.
- **Restricts left turns entering or exiting both of Spyglass Hill's driveways** – requires out-of-direction travel and longer travel times.
- **Restricts left turns into and out of Sammamish Pointe's west driveway.**
- **Negatively impacts roundabout operations** by adding additional U-turns.
- **Reduces roundabout's safety benefits** compared to Preferred Concept because it increases the number of merges and U-turns.
- **Gateway entrance alignment is closer to Sammamish Pointe homes.**
- **Location of adjacent driveways not consistent with best practices for roundabout design.**

## PREFERRED CONCEPT NOTES:

- **Provides full safety and operational benefits** of roundabout design by aligning NW Pacific Elm Drive as part of the intersection.
- **Maintains direct access for all movements** into and out of the main (west) Spyglass Hill driveway.
- **Unchanged access for both of Sammamish Pointe's driveways.**
- **No property requirements from Sammamish Pointe.**
- **Adds additional trees and landscaping** for privacy screening and beautification to both sides of Spyglass Hill driveway at no cost to City or neighborhood.
- **Requires right of way from Spyglass Hill** at west driveway.
- **Minimal driveway grade changes** with additional level landings at Spyglass Hill's west driveway.



SPYGLASS / SAMMAMISH POINTE NEIGHBORHOOD MEETING

AUGUST 22, 2017

PREFERRED CONCEPT - LOOKING SOUTH



SPYGLASS/SAMMAMISH POINTE NEIGHBORHOOD MEETING

AUGUST 22, 2017

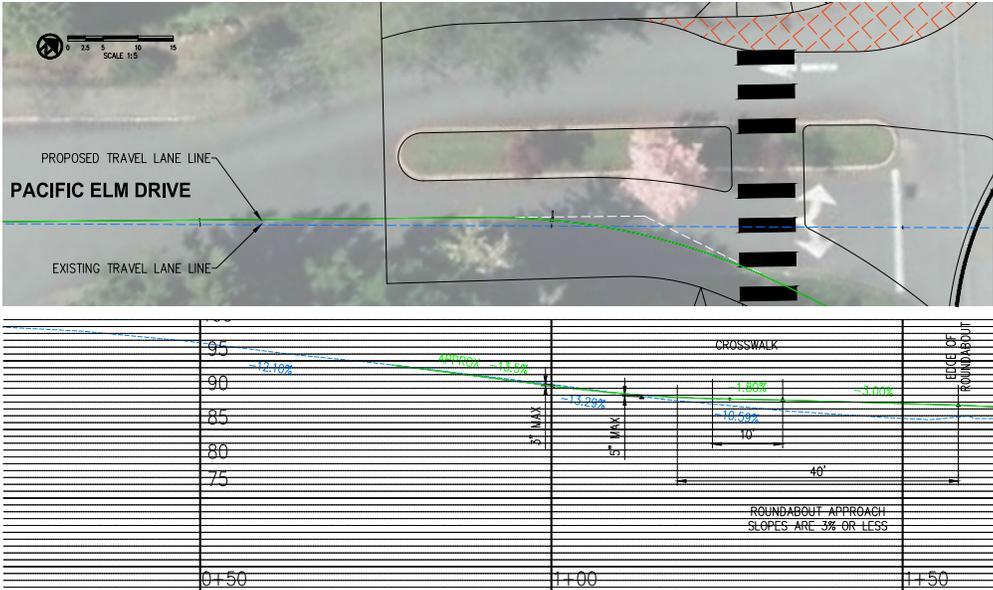
PREFERRED CONCEPT - LOOKING EAST



SPYGLASS/SAMMAMISH POINTE NEIGHBORHOOD MEETING

AUGUST 22, 2017

PREFERRED CONCEPT - PLAN / PROFILE



WESTBOUND ACCESS TO SPYGLASS HILL



**VERSION 2** Spyglass residents returning home from SR 900 (traveling westbound) would not be able to turn left into either Spyglass driveway, and would be required to do a U-turn at the roundabout and travel back to the eastern driveway.

**PREFERRED CONCEPT** No change to current access. Roundabout aligned at NW Pacific Elm Drive would allow residents to turn left into Spyglass Hill.



## NEXT STEPS

- A draft Memo of understanding (MOU) between Gateway and Spyglass will be provided to Spyglass within 1 week.
  - The principal items of the MOU include:
    - Specific square footage of easement areas requested
    - Design layout
    - Driveway profile
    - Process for property appraisal
    - Outline of improvements to Spyglass property such as new trees, shrubs, flowers, neighborhood sign
    - Authorization for the Spyglass HOA board to negotiate and execute final details including compensation for the easement and specific improvements to Spyglass property with Gateway
- Spyglass will have 3 weeks to review and understand the MOU. Residents are encouraged to contact Brianna Ross with questions regarding the design as needed (Phone: (425) 837-3415 or [BriannaR@issaquahwa.gov](mailto:BriannaR@issaquahwa.gov))
- Spyglass board will seek approval from residents regarding the Memo of Understanding



this page intentionally left blank

**APPENDIX Q**

*August 22, 2017 Development Related Neighborhood Meeting #2  
Public Comments Received*

this page intentionally left blank



## Spyglass/SammPoint/Gateway Neighborhood BBQ Comments

I support the preferred option concept know that an easement will be required from Spyglass

| Neighborhood     | YES | MAYBE | NO | COMMENTS   |
|------------------|-----|-------|----|--|
| Sammamish Pointe | X   |       |    | Consider dumping the western sam pt entrance into the roundabout, even if it required pushing 2 proposed entrances apart a little bit by tightening the western turn out of gateway. Similar to the 5 left roundabouts in the building code/design guide                                     |
| Sammamish Pointe |     |       | X  |  |
| Sammamish Pointe | X   |       |    | Need to know more about widening of Newport Way  |
| Sammamish Pointe | X   |       |    |  |
| Sammamish Pointe |     | X     |    | much better than previous options  |
| Sammamish Pointe |     | X     |    | Great improvement from previous! Well Done! I sincerely appreciate all the hard work in this new redesign. Thanks you.   |
| Sammamish Pointe |     | X     |    | Still concern for newport way project and intrusion into sammamish point with expansion and poor planning by city in allowing the project to get this far with previous plans. # of cars increase with out this in planse  |
| Spyglass         |     | X     |    | Concern that eastbound traffic waiting to enter roundabout will block westbound traffic existing the roundabout  |
| Spyglass         | X   |       |    |  |
| Spyglass         | X   |       |    |  |
| Spyglass         | X   |       |    | Definetely want full landscaping/trees as car headlight and coise barrier and privacy. Potentially small retaining wall at entrance  |
| Spyglass         | X   |       |    | Owner of unit 2111 NW Pacific Yew PI   |
| Spyglass         | X   |       |    |  |
| Spyglass         |     | X     |    | Design Street lighting so that it will not shine into residence. Consider underground overhead utilities. I like the grading of the spyglass driveway. Opportunity to have some public art in the roundabout. Use evergreen tree to minimize leaves falling on sidewalk to slippery to walk. |
| Spyglass         | X   |       |    |  |
| Spyglass         | X   |       |    |  |
| Spyglass         | X   |       |    |  |
| Spyglass         | X   |       |    | HOA Board President  |
| Spyglass         |     |       |    | HOA Board Member   |
| Spyglass         |     |       |    |  |
| unknown          |     |       |    |  |
| Summerhill       |     | X     |    | School bus stop dimension? Traffic calm? What is roundabout designed to in way of existing and future traffic volumes build it quickly   |
| Summerhill       | X   |       |    |  |
| SR 900           |     | X     |    | Only if both residents of each HOA agree. Your drawings are 100% better than Gateway. Thanks   |

this page intentionally left blank



## **APPENDIX R**

*August 22, 2017 Development Related Neighborhood Meeting #2 - Photos*

this page intentionally left blank





**APPENDIX S**

*September 18, 2017*

*Regular Council Presentation Slides - Authorize Submittal of PSRC TAP Grant Application*

this page intentionally left blank



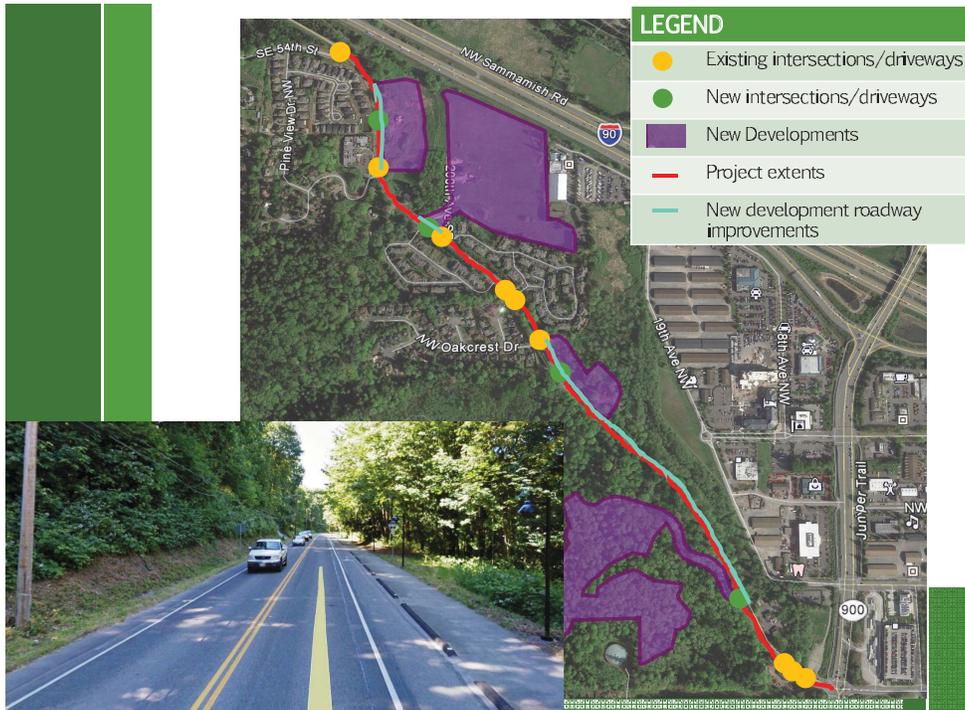
# NEWPORT WAY NW IMPROVEMENTS

From SE 54<sup>TH</sup> Street To SR 900

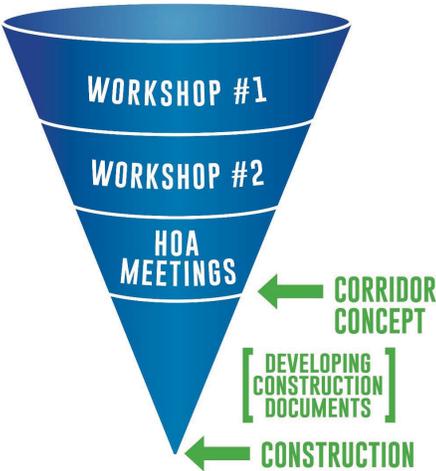
*AB 7477 – PSRC TAP Grant Application*



City Council – AB 7477  
September 18, 2017



# Neighborhood Engagement Process



City Council – AB 7477  
September 18, 2017

# Recommended Motion:

Authorize submittal of the PSRC grant application for the design phase of the Newport Way Improvements from SR 900 to SE 54th St.



City Council – AB 7477  
September 18, 2017

**APPENDIX T**

*Agenda Bill 7477 to authorize submittal of PSRC TAP grant application*

this page intentionally left blank



|  |  |
|--|--|
| <b>PSRC Transportation Alternatives Program Grant (Newport Way Improvements: SR 900 to SE 54th St)</b> | <b>Proposed Council Action:</b><br>Authorize Submittal |
|--|--|

|                                  |  |
|----------------------------------|--|
| <b>DEPARTMENT OF</b>             | PWE - Public Works Engineering, Brianne Ross |
| <b>COUNCIL COMMITTEE LIAISON</b> | n/a  |
| <b>OTHER COUNCIL MEETINGS</b>    | n/a  |
| <b>EXHIBITS</b>                  | None.  |

| <b>POLICY &amp; BUDGET INFO</b> |   | Expenditure Required |
|---------------------------------|---|----------------------|
| Comp Plan Policy Nos.           | TA3, TA4, TD3, TE1, TG1, TG6, TG8, TJ4, TK1 | \$ 390,173           |
| Consistent:                     | Yes   | Amount Budgeted      |
| Other Policies                  | n/a   | \$ 1,219,437         |

**SUMMARY STATEMENT**

This agenda bill requests Council's authorization to submit a grant application to Puget Sound Regional Council (PSRC) for the Newport Way Improvements from SR 900 to SE 54th St. The deadline to submit the grant application is September 20, 2017.

**Project Description**

The Newport Way corridor from SR 900 to SE 54<sup>th</sup> St. was examined in the 2015 Pedestrian Crossing Study and discussed in the Central Issaquah Plan. The Central Issaquah Plan identifies this corridor as a Parkway. The Pedestrian Crossing Study and the Central Issaquah Plan proposed the following configuration of Newport Way NW:

- One 10 foot travel lane in each direction
- 5 foot bike lanes in each direction
- 8 foot landscaped central median or 12 foot left turn pocket where required
- 6 foot landscape buffers on both sides of the roadway
- 6 foot sidewalk on the south side of Newport Way NW
- 10 foot mixed use facility for the Mountains to Sound Greenway and to meet the sidewalk requirements for a Parkway on the north side of Newport Way NW
- Roundabout intersection control where feasible

Currently, the Corridor Concept project is in the preliminary design phase. The project is undergoing an intensive community involvement process to develop or confirm the appropriate cross-section for this corridor and examine access and various intersection controls. In the mean time, the grant application and associated cost estimates are based on the above described roadway cross-section.

The goals of this project are to provide for:

- Residential access

- Design for improved pedestrian and bicycle facilities and roadway crossings
- Design for anticipated future traffic on the corridor
- Maintaining or enhancing corridor character

### **Funding**

Currently, there is no outside funding secured for this project.

The Puget Sound Regional Council (PSRC) is responsible for selecting projects to receive funds for the Transportation Alternatives Program (TAP) Grant. The current call for projects will distribute \$16 million between 2018-2020 as shown in the bullet list below. There is a \$2.5 million request limit per project.

- \$7.4M available in February 2018
- \$4.5M available in February 2019
- \$4.5M available in February 2020

There is a 13.5% match requirement and a \$2.5 million maximum grant request per project. The City is requesting the maximum grant possible of \$2.5 million for the design phase of this project. This requires a local match of \$390,173. City Council adopted the 2018 Capital Improvement Plan on September 5, 2017 which included an \$1,042,254 expenditure for engineering design dedicated to this project, indicating that there is more than sufficient budget to cover the local match requirement of \$390,173 planned in 2018.

The City has requested grant funds be available in 2018, but PSRC may not make funds available until 2019.

Due to the time-sensitivity of this grant application, authorization is requested without referral to committee.

If accepted, this agenda bill will be updated and return to Council for authorization of the grant acceptance.

### **Consistency With Comprehensive Plan:**

T Policy A3 Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and nonmotorized improvements that implement the Roadway, Transit and Nonmotorized 2 year plans (Figures T-2, T- 10 and T-4). Use the best available technologies when implementing these projects

T Policy A4 Provide a seamless roadway and nonmotorized network through implementation of the Roadway, Transit and Nonmotorized 20-year plans (Figures T-2, T-10 and T-4).

T Policy D3 Provide access from every neighborhood to the adjacent City trail system, transit facilities and all City parks and recreation facilities.

T Policy E1 Design streets to ensure a safe and comfortable pedestrian environment that includes pedestrian a bicycle facilities and gathering spaces

T Policy G1 Require that all streets be Complete Streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities.

T Policy G6 Adequately fund, design and build the roadway network in accordance with the 20- Year Roadway Plan shown in Figure T-2 in order to accommodate the City's anticipated future growth.

T Policy G8 Facilitate the smooth flow of traffic on major arterial through signal coordination and other available technologies.

T Policy J4 Assure safe walking and cycling conditions for students who walk to and from school.

T Policy K1 Provide sidewalks whenever new corridors are constructed and when properties are redeveloped.

T Policy K2 Separate pedestrians from traffic lanes by the use of street trees and landscaped strips unless physical obstacles present significant difficulties or budget constraints are present.

T Policy N1 Partner with the State Department of Transportation, Puget Sound Regional Council, Sound Transit, King County and the cities of Sammamish and Bellevue to influence regional decision making processes that promote the transportation system in the Issaquah community.

T Policy N2 Enter into interlocal agreements with regional agencies and adjacent jurisdictions that mandate the shared financial responsibility of mitigating impacts of new developments and their associated transportation facilities as well as those that benefit the regional transportation system.

**Administration's Recommendation:**

The Administration recommends authorization to submit the PSRC grant application for the design phase of Newport Way Improvements from SR 900 to SE 54th St.

**Update:**

n/a

**Alternative(s):**

Do not authorize the submittal of the grant application. [Impact: Places the burden of financing on the City.]

## RECOMMENDATION

*Administration / Public Works Engineering Department:*

MOVE TO: Authorize submittal of the PSRC grant application for the design phase of Newport Way Improvements from SR 900 to SE 54th St.

this page intentionally left blank

## APPENDIX U

*October 2-11, 2017 - Stakeholder Comments Received*

### LEGEND

|       |                                   |
|-------|-----------------------------------|
| OS    | Office of Sustainability          |
| Ex    | Executive Department              |
| Metro | King County Metro                 |
| Parks | Parks Departments                 |
| PWO   | Public Works Operations           |
| DSD   | Development Services Department   |
| MTS   | Mountains to Sound Greenway Trust |
| IPD   | Issaquah Police Department        |
| EF&R  | Eastside Fire and Rescue          |
| ED    | Economic Development Department   |

this page intentionally left blank



## Newport Way: SR 900 to 54th Corridor Concept Review Comments October 2017

| BICYCLE FACILITIES  |   |
|---|---|
| Reach out to cascade bike club  | EX Brianne has attempted to contact CBC   |
| Multipurpose trail provides access for children, elderly, families etc. and not just commuter cyclists  | OS Noted  |
| Flying T at 54th is at transition zone for bikes  | OS Noted  |
| Prefer alt-2 no bike lanes due to conflicts with buses pulling out and blocking bike lanes and cars attempting to pass buses  | Metro Noted, the City has decided to proceed with alt 1 with on street bike lanes   |
| Hearing interest in separated bike facilities, is 12' wide enough for families and serious commuters. Do we provide treatments to separate? Intersection treatments are very important. | OS The City has decided to proceed with alt 1 with on street bike lanes   |
| Combining recreational and commuter bikes onto the same path can be problematic, conflicts of speeds. Commuters think of themselves as a vehicle.                                       | Parks The City has decided to proceed with alt 1 with on street bike lanes  |
| How do we formalize our East/West corridor, 12' is good width, North side makes more sense. Leaning towards bikes on roadway.   | Parks The City has decided to proceed with alt 1 with on street bike lanes  |
| Like the multiuse trail, can we designate the trails as one commuter one recreational. 10' not wide enough. Favors two MUTs (alt-2)   | Parks The City has decided to proceed with alt 1 with on street bike lanes  |
| The City received lots of complaints when there were two bike directions on the same path. Two paths would be better.   | PWO The City has decided to proceed with alt 1 with on street bike lanes  |
| More casual commuters than normal, prefer riding on paths instead of road/bike lane.  | Ex The City has decided to proceed with alt 1 with on street bike lanes   |
| Commuter cyclists on trail can be dangerous   | PWO The City has decided to proceed with alt 1 with on street bike lanes  |
| Can we change trail widths? Does it have to be 12' and 12'? Maybe 8' and 16'?   | Parks The City has decided to proceed with alt 1 with on street bike lanes  |
| Concerned with the possibility of commuting cyclists being mixed with recreational cyclists and pedestrians if there are no on-street bike lanes.                                       | DSD The City has decided to proceed with alt 1 with on street bike lanes  |
| Alternative preference goes to which ever cross-section provides a consistent experience with Bellevue's improvements   | MTS The City of Bellevue is designing one 12' wide multi-use path to fill their gap in the Mountains to Sound Greenway trail. Issaquah's proposed concept is consistent with Bellevue's improvements. |
| Prefer to have bike lanes in street for commuters as a regional connection.   | DSD Will incorporate into design  |

**Newport Way: SR 900 to 54th Corridor Concept  
Review Comments October 2017**

|  |   |
|--|---|
| <b>ROADWAY WIDTH</b>   |   |
| 16' min roadway width for IPD response   | IPD Will incorporate into design  |
| Keep bike lanes on road to maximize lane width   | EF&R Will incorporate into design   |
| In some places the fog lines are being deducted from the median width. This makes it hard to plant landscape that can be functional and aesthetic.   | DSD The desire is to have a consistent cross-section with an 8' median and 12' turn lane. Additional design consideration may be required along the Riva frontage.                                |
| Parks dept. needs someplace to park trucks and work in median to do maintenance. As the medians get narrower, it makes parking in the medians or the middle of the road difficult.   | DSD The desire is to have a consistent cross-section with an 8' median and 12' turn lane. Additional design consideration may be required along the Riva frontage.                                |
| Where medians are located there has to be a spot for maintenance trucks to work on utilities. Bike lanes on road provides enough width to work. Utilities are everywhere. Medians in 2 lane roads without turnouts is problematic. | PWO The City has decided to proceed with alt 1 with on street bike lanes  |
| 18' minimum roadway with desired in each direction   | EF&R Noted, but inconsistent with project goals   |
| Prefer 11' min lane for buses, but 10' with 1' shy will work   | Metro Noted   |
| Minimize lane widths.  | DSD Distance between curbs will remain as is. Channelization of this space will be addressed in final design. Further discussion with stakeholders would be required to narrow the lanes further. |
| Ok with 5' bike lanes and 10' lanes as long as people drive 30 mph.  | DSD Noted   |
| <b>INTERSECTION CONTROL</b>  |   |
| Was a roundabout considered at Bergsma?  | DSD Yes, queues/grading/critical areas are an issue.  |
| With future volumes is flying T is important at 54th. Traffic calming at 54th doesn't have to be a priority as West of 54th will be built up for its own traffic calming.  | EX Will incorporate into design   |
| Other than raised intersections what is being considered for crossing safety?  | DSD Change in character to slow drivers RRFBs assist with pedestrian visibility, refuge islands where feasible  |
| Why no roundabout at riva?   | DSD Not enough space  |
| <b>RAISED INTERSECTION</b>   |   |
| Provide examples of raised intersections without stop control and collision rates  | EF&R Save for the next level of design  |
| How will the raised intersection affect cars that are driving too fast.  | IPD This would depend on the severity of the slope. Slopes of raised intersections to be determined in the next phase of design.  |
| Can we use snow plows on raised intersections?   | PWO Slopes of raised intersections to be determined in the next phase of design.  |
| Raised intersection will require storm water design  | PWO Save for the next level of design   |

**Newport Way: SR 900 to 54th Corridor Concept  
Review Comments October 2017**

|   |       |  |
|---|-------|--|
| <b>PEDESTRIAN CROSSINGS</b>   |       |  |
| Don't do HA WK signals people don't know how use them, none in Issaquah.  | PWO   | Save for the next level of design  |
| Crosswalk distance is pretty far.   | PWO   | Noted. Crosswalk locations have been selected based on several design factors including prioritizing locations that provide pedestrian refuge islands whenever possible. |
| Central Issaquah standards look for crossings about every 250-300 ft.   | DSD   | Noted. Crosswalk locations have been selected based on several design factors including prioritizing locations that provide pedestrian refuge islands whenever possible. |
| A crosswalk at samm pointe is inconsistent with crossing study and citywide crossing style                                      | EX    | Will incorporate into design   |
| <b>URBAN DESIGN/LANDSCAPING</b>   |       |  |
| There is a developable parcel between gateway senior and 54th.  | DSD   | Save for the next level of design  |
| Task force was hoping to get whistler feel with neighborhood, can this be accomplished with gateway treatments?                 | DSD   | Save for the next level of design  |
| What are the maintenance costs of landscaping?  | Parks | Save for the next level of design  |
| Median trees can limit sight distance   | PWO   | Save for the next level of design  |
| Why not combine a raised intersection combined with the flying T at 54th?   | PWO   | Save for the next level of design  |
| Any multi-use path should contain markings to indicate separate bike and ped zones  | MTS   | Save for the next level of design  |
| Prefer native plantings be used   | MTS   | Save for the next level of design  |
| Consider matching the look and feel of the Bellevue improvements  | MTS   | Save for the next level of design  |
| Future: medians need to be planted so that there can be a central path for parks maintenance to walk to safely access the beds. | DSD   | Save for the next level of design  |
| No medians  | EF&R  | Noted, but inconsistent with project goals   |
| No landscape in any medians   | EF&R  | Noted, but inconsistent with project goals   |
| Medians 300' or longer should have breaks for vehicle pullout   | IPD   | Will incorporate into design   |
| <b>METRO BUS DESIGN</b>   |       |  |
| 8' wide shelter with break in landscaping for future bus stops  | Metro | Save for the next level of design  |
| Design to prevent cars from passing buses at bus stops  | Metro | Save for the next level of design  |
| Work with Liz Cotter at Metro to discuss future bus stop locations  | Metro | Save for the next level of design  |

**Newport Way: SR 900 to 54th Corridor Concept  
Review Comments October 2017**

|  |       |   |
|--|-------|---|
| <b>MAINTAINANCE</b>  |       |   |
| Need access road at 54th for sewer jet truck , currently a gate.   | PWO   | Save for the next level of design   |
| City uses MMA for pavement markings  | PWO   | Save for the next level of design   |
| Concrete panels are under asphalt causing cracking. Will need to pulverize old concrete.   | PWO   | Save for the next level of design   |
| Due to maintenance issues with moss, don't use pervious pavements, or inlays   | PWO   | Save for the next level of design   |
| Try to keep CBs away from Medians, traffic would have to stop. Flagging would be required. Anticipate work would be done during the day due to noise from machines.  | PWO   | Save for the next level of design   |
| Maintaining trails at 12' would be helpful to get maintenance trucks out on paths.   | Parks | Will incorporate into design as much as possible  |
| Narrow Riva section requires pullouts or you have to shut corridor down.   | PWO   | Noted.  |
| <b>FUTURE DEVELOPMENT</b>  |       |   |
| Will there be access restrictions to the City parcel located on the NW corner of Newport Way & SR900?  | ED    | Save for the next level of design   |
| Will there be access restrictions to the parcel located on the SW corner of Newport Way & SR900?   | ED    | Save for the next level of design   |
| It appears access from Schlick & Liu properties allow for left turns onto Newport. We would want to maintain that if possible.   | ED    | Save for the next level of design   |
| Design shows one joint entrance for two parcels owned by Schlick. They have the ability to develop the two parcels separately.   | ED    | Save for the next level of design/future redevelopment plans of the property            |
| How will they access bergsma storm vaults  | PWO   | Additional research/discussion needed.  |
| Can we lower bergsma walls based on new narrower section?  | DSD   | Keep original Bergsma wall location and provide additional landscaping in front of wall |
| Bergsma will likely have houses on the north side of their road.   |       | Noted   |
| Bergsma is removing the trees on the hillside, do we add median to replace some of the lost trees to retain current feel? Perhaps keep original bergsma wall location and plant between it and sidewalk. Detention vault is also in this area. | DSD   | Keep original Bergsma wall location and provide additional landscaping in front of wall |
| <b>MISCELLANIOUS</b>   |       |   |
| Contact CenturyLink about big vaults   | PWO   | Save for the next level of design   |
| What is happening between 54th and city limits?  | DSD   | Matching into existing, potential future project.                                       |
| Consider Sr Housing and increase in emergency calls  | EF&R  | Noted   |

## **APPENDIX V**

*October 23, 2017 Public Open House - Presentation Boards/Handouts*

this page intentionally left blank



---

---

# WELCOME!

NEWPORT WAY NW  
NEIGHBORHOOD MEETING

**IF YOU HAVE QUESTIONS, PLEASE JUST ASK!**



OCTOBER 23, 2017

---

## PROJECT GOALS

Project goals were established in collaboration with residents during the initial design workshop:

- Provide improved traffic access to neighborhoods and residences
- Provide improved pedestrian and bicycle facilities along the corridor
- Provide pedestrian crossings
- Accommodate future traffic demands
- Maintain and enhance the existing character of the corridor

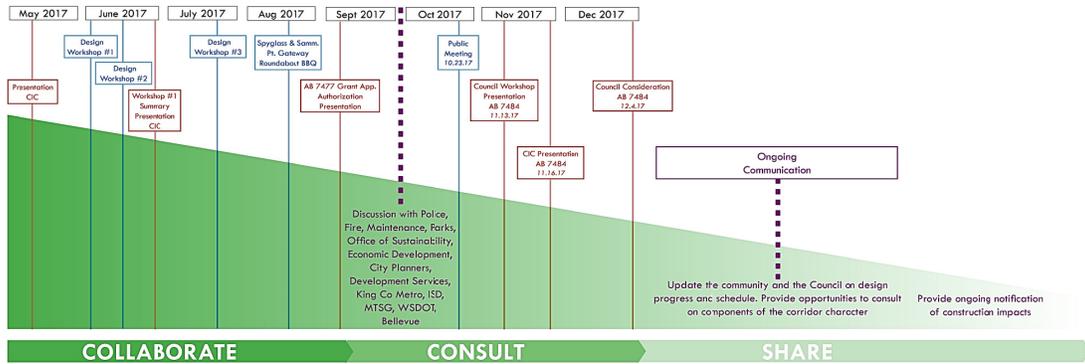


## THE CONCEPT WAS DEVELOPED IN COLLABORATION WITH:

- Attendees at Workshops 1 & 2
- Mountains to Sound Greenway Trust
- City of Bellevue
- Eastside Fire and Rescue
- WSDOT
- King County Metro
- City of Issaquah Parks Department
- City of Issaquah Police Department
- City of Issaquah Public Works Engineering & Public Works Operations
- City of Issaquah Development Services
- City of Issaquah Office of Sustainability



## COMMUNITY ENGAGEMENT AND NEXT STEPS



**COLLABORATE** with the community from the beginning of a project to develop alternatives and identify preferred options.

**CONSULT** with community members by educating them on a limited number of options or drafts and asking for feedback. Frequently, in engineering, this consult phase is limited by our need to abide by code requirements, laws, engineering and public safety best practices.

**SHARE** with community members when decisions are made. This outreach provides the public with objective information to increase awareness of a decision and its impact.



## IDEAS FOR CONCEPTUAL LOOK & FEEL

### PAVEMENT TREATMENTS



Sidewalk treatment example



Stamped concrete sidewalk example



Landscape edge treatment example

### WALLS AND RAILINGS



Wall treatment example



Decorative stone wall and railing example



Decorative railing example



IDEAS FOR CONCEPTUAL LOOK & FEEL

SEATING/ PEDESTRIAN NODES



Seating node example



Public art seating node example



Seating node example

ART AND IDENTITY ELEMENTS



Public art integration example



Identity element example



Identity element example



IDEAS FOR CONCEPTUAL LOOK & FEEL

STREET AND ACCENT TREES



SHRUBS AND GROUNDCOVERS



CONCEPTUAL CORRIDOR CHARACTER



NEWPORT WAY NW – NEIGHBORHOOD MEETING

OCTOBER 23, 2017

INTERSECTION/TRAFFIC CONTROL CONSIDERATIONS



Flying T intersection example



Roundabout example



Raised intersection example



Raised intersection example



NEWPORT WAY NW – NEIGHBORHOOD MEETING

OCTOBER 23, 2017

PEDESTRIAN CROSSING CONSIDERATIONS



Raised intersection crosswalk example



Pedestrian refuge island example



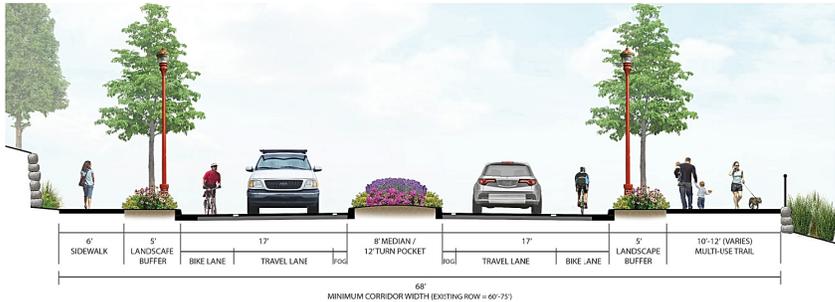
Rectangular rapid flashing beacon (RRFB) example



Pedestrian-activated signal example

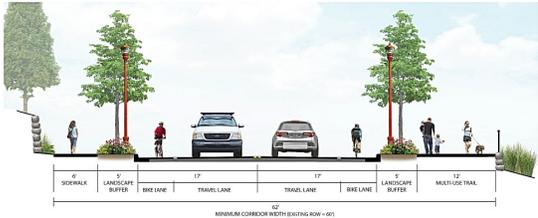


ROADWAY SECTION



**SE 54TH STREET TO COUGAR MOUNTAIN TRAILHEAD (LOOKING WEST)**

**COUGAR MOUNTAIN TRAILHEAD TO SR 900 (LOOKING WEST)**



## ROADWAY SECTION BENEFITS

### IMPROVES ACCESS

- Center left turn lane improves access to neighborhoods from SE 54th Street to the Cougar Mountain trailhead and at the east end near SR 900

### PROVIDES TRAFFIC CALMING

- A landscaped center median replaces the center turn lane where there are no driveways or neighborhood access points to calm traffic and enhance the corridor character.  
(Note: median is removed from the Cougar Mountain trailhead to the east end near SR 900)

### PEDESTRIAN FRIENDLY

- Pedestrian facilities are provided on both sides of Newport Way NW to improve mobility and reduce the need to cross the roadway
- Roadway curb and landscape buffer provide traffic calming and separate vehicles from pedestrians

### PROVIDES CONTINUITY TO MTSG TRAIL

- An upgraded 12' multi-use trail on the north side of the street continues the Mountains to Sound Trail connecting Issaquah to Seattle

### SEPARATES BICYCLE FACILITIES

- On-street bike lanes separate faster cyclists and commuters from pedestrians and families using the multi-use trail



## SE 54TH STREET – DESIGN SOLUTION



PLAN



Flying T intersection example

### BENEFITS

A Flying T intersection is the preferred option for SE 54th Street. The benefits include:

- **Improved access to neighborhoods**
  - Left turn lane for westbound access from Newport Way NW to SE 54th St
  - Acceleration lane to enable left turns onto Newport Way NW
- Crosswalks across SE 54th Street and Newport Way NW (east leg)

### BACKGROUND

- Residents' primary concern was accessing Newport Way NW
- Safety, sight distance and speed were other concerns and exacerbated residents' concerns about turning left onto Newport Way NW
- Discussions during the workshop favored medians to calm traffic with low plantings to lessen sight obstructions
- Marked crosswalk not included on the west leg because of the Flying T acceleration lane

### OTHER ALTERNATIVES CONSIDERED

A roundabout was considered but not selected because of significant property impacts and required roadway grading due to steep slopes.



SE 54TH STREET



CONCEPTUAL IMAGE



EXISTING CONDITION



GATEWAY SENIOR HOUSING (FUTURE) – DESIGN SOLUTION



PLAN



Flying T intersection example

BENEFITS

A Flying T intersection is the preferred option for access to the future Gateway Senior Housing development. The benefits include:

- Improved access on curve with limited sight distance
- Left turn lane for eastbound access from Newport Way NW into the Gateway Senior Housing development
- Acceleration lane to enable left turns onto Newport Way NW
- Crosswalk across the future Gateway Senior Housing entrance

BACKGROUND

- Crosswalks across Newport Way NW were not included due to sight distance issues related to roadway curvature

OTHER ALTERNATIVES CONSIDERED

A two-way left turn lane was considered but not selected because the Flying T improves operations and safety for left turns out of the development.



## NW PINE CONE DRIVE – DESIGN SOLUTION



**PLAN**



Raised intersection examples



### BENEFITS

A raised intersection is the preferred option for NW Pine Cone Drive. The benefits include:

- **Improved pedestrian visibility**
  - Raised crosswalks across all legs of the intersection
- **Traffic calming**
  - Changes the character of the arterial to a more neighborhood feel
  - Raised concrete pavement in the intersection calms traffic
- Left turn lanes improve access from Newport Way NW to neighborhoods

### BACKGROUND

- A raised intersection creates a more friendly pedestrian environment and gives drivers a heads-up that they are entering a neighborhood
- Intersection design allows for future fourth leg on the north side to access potential development
- Grading and ROW impacts are minimized

### OTHER ALTERNATIVES CONSIDERED

A roundabout was considered but not selected because it would require a rebuild of Pine Cone Drive with a slope of 22% and would necessitate large retaining walls (9'-15' tall), which would significantly increase project costs. It would also require disproportional ROW impacts to Hidreth's redevelopable area.

A Flying T intersection was also considered but was not selected due to low traffic volumes; in addition, it cannot accommodate a future fourth leg.



## NW PINE CONE DRIVE



**CONCEPTUAL IMAGE**



**EXISTING CONDITION**



NW PACIFIC ELM DRIVE (WEST) – DESIGN SOLUTION



PLAN

**BENEFITS**

A roundabout is being constructed as part of the Gateway development. The benefits include:

- **Improved access and circulation to neighborhoods**
  - Improved access for the western entrance to Spyglass and the future Gateway development
  - Provides full turning movements into Spyglass and maintains western driveway to Sammamish Pointe
- **Traffic calming**
  - Roundabout design slows vehicles entering the intersection
- **Pedestrian friendly**
  - Crosswalks across all legs of the intersection
  - Reduces conflict points between pedestrians and vehicles

**OTHER ALTERNATIVES CONSIDERED**

Several different roundabout configurations were evaluated but not selected due to impacts to Spyglass neighborhood access and property



Roundabout examples



NW PACIFIC ELM DRIVE (WEST)



CONCEPTUAL IMAGE



EXISTING CONDITION



## NW PACIFIC ELM DRIVE (EAST) AND SAMMAMISH POINTE – DESIGN SOLUTION



PLAN

### BENEFITS

The preferred design for this segment is a Flying T intersection at the Sammamish Pointe neighborhood, which maintains the current right-in, right-out configuration at the eastern entrance to Spyglass. The benefits include:

- **Improved access to Sammamish Pointe neighborhood**
  - Left turn lane for eastbound access from Newport Way NW into Sammamish Pointe
  - Acceleration lane to enable left turns from Sammamish Pointe to Newport Way NW
- Crosswalks across NW Pacific Elm Drive and Sammamish Pointe entrances

### BACKGROUND

- Sammamish Pointe residents expressed concern over sight distance and difficulty accessing their neighborhood
- Spyglass intersection design maintains existing left turn restrictions due to limited sight distance and adds c-curb to discourage left turns into and out of Spyglass
- Eastbound right turn deceleration lane into Spyglass is removed to reduce travel speeds
- Marked crosswalks across Newport Way NW are not included due to limited sight distance

### OTHER ALTERNATIVES CONSIDERED

A roundabout at the Sammamish Pointe entrance with NW Pacific Elm Drive relocated as the south leg was considered but not selected because of impact properties in three neighborhoods. It would require regrading the Sammamish Pointe parking lot, constructing retaining walls (4'-6' high) and eliminating the greenbelt between Spyglass and Summerhill.



## NW OAKCREST DRIVE / RIVA (FUTURE) – DESIGN SOLUTION



PLAN



Center turn lane example

### BENEFITS

A four-leg intersection with left turn pockets is the preferred option for NW Oakcrest Drive. The benefits include:

- **Improved access to neighborhoods**
  - Left turn lanes for access from Newport Way NW to NW Oakcrest Drive and the future Riva development
- Crosswalks across NW Oakcrest Drive and the future Riva development entrance

### BACKGROUND

- Residents expressed concern regarding a non-controlled intersection at the entrance of two neighborhoods
- Residents liked the idea of relocating the marked crosswalk to the future Cougar Mountain trailhead parking area with signage, traffic calming treatments, and a possible pedestrian-activated signal (to be considered at a future date)

### OTHER ALTERNATIVES CONSIDERED

A roundabout was considered but not selected due to property impacts to the Summerhill neighborhood and Riva development.



NW OAKCREST DRIVE / RIVA (FUTURE)



CONCEPTUAL IMAGE



EXISTING CONDITION



COUGAR MOUNTAIN TRAILHEAD (FUTURE) – DESIGN SOLUTION



PLAN

**BENEFITS**

A raised intersection is the preferred option for the future Cougar Mountain Trailhead parking area. The benefits include:

- **Improved pedestrian visibility and comfort**
  - Raised crosswalks across Newport Way NW (east leg) and trailhead entrance
  - Planted medians with a pedestrian refuge island
- **Traffic Calming**
  - Changes the character of the arterial to a more neighborhood feel
  - Raised concrete pavement in the intersection calms traffic
  - A pedestrian-activated signal could be considered as a future improvement (additional study will be required)
- Left turn lane for westbound access from Newport Way NW into the trailhead parking area

**BACKGROUND**

- Residents liked the idea of relocating the existing Oakcrest Drive crosswalk to the future Cougar Mountain trailhead parking area with signage, traffic calming and RRFB
- Raised intersection provides traffic calming and opportunity for gateway treatment to let drivers know they are entering a neighborhood corridor

**OTHER ALTERNATIVES CONSIDERED**

A roundabout was considered but was not selected due to property impacts to the Riva development and the roadway alignment.



Raised intersection example



RRFB example



**COUGAR MOUNTAIN TRAILHEAD (FUTURE)**



**CONCEPTUAL IMAGE**



**EXISTING CONDITION**



**BERGSMA ENTRANCE / SCHLICK DRIVEWAY – DESIGN SOLUTION**



**PLAN**

**BENEFITS**

A combined four-leg driveway intersection is the preferred option for the Bergsma entrance and Schlick driveway. The benefits include:

- Two-way left turn lane for access to driveway and the Bergsma entrance
- Crosswalk across Bergsma entrance

**BACKGROUND**

- Proposed design provides access to single-family residences and Bergsma Development at a single location without impeding traffic flow
- Further coordination with Bergsma developer is required to determine roadway section and landscape restoration



Center turn lane example



SR 900 – DESIGN SOLUTION



PLAN

**BENEFITS**

The preferred design for the intersection at SR 900 provides:

- Extended left turn pocket for more eastbound vehicle storage at the intersection
- Through bike lanes

**BACKGROUND**

- Two-way left turn lane adds eastbound left turn storage to SR 900
- Through bike lanes create continuity with existing bike lanes east of SR 900



ARE THE PROPOSED IMPROVEMENTS MEETING YOUR EXPECTATIONS?



## WELCOME TO THE NEWPORT WAY NW NEIGHBORHOOD MEETING!

**THANK YOU** all for the time and effort that you have spent engaging with this important project. This is a challenging corridor with many constraints. We have held several community open houses and stakeholder meetings, and we have had great input from all of you since we started this planning effort in June. Tonight we are excited to share the concept with you. This design concept is a success because of the collaborative effort we have all put forward these last six months.

There are many needs to balance when considering the future design of this roadway. These include pedestrians, bicycles, cars, buses, and emergency services. This concept balances the diverse priorities of the community and stakeholders with the design constraints of the corridor.

**Let us know if you have any questions or comments on what you are seeing tonight. Before you leave, please tell us how well this concept balances all of the needs for the corridor by placing your dot on our "Expectations" board.**

**Contact Brianna Ross at [BriannaR@issaquahwa.gov](mailto:BriannaR@issaquahwa.gov) with any additional questions or comments. Thank you for coming!**

**Bergsma Development Update:** Please attend the **Bergsma Neighborhood Meeting on Monday, October 30th from 6:00-7:30 pm** in the Eagle Room at City Hall to learn more about the newly revised subdivision plan for land located on the 1700-1800 blocks of Newport Way NW. The project applicant will present their revised preliminary plat application and will be available – along with key City staff – to answer questions. The Bergsma preliminary plat application also requires a public hearing (date TBD), to seek approval from the Hearing Examiner.

The City has received numerous inquiries about acquiring the Bergsma land for open space preservation. As a matter of practice, the City doesn't openly discuss any potential land acquisitions, as it could impact any ongoing negotiations.

Opportunity for public comment has passed for the Gateway, Gateway Senior Housing, and Riva developments based on where the applicant is in the permit process.

### **PROJECT OBJECTIVES** as confirmed by workshop attendees:

- Improve pedestrian and bicycle facilities and roadway crossings
- Improve vehicle access to existing neighborhoods
- Design for future traffic on the corridor
- Enhance the corridor character
- Provide continuous improvements

### **THEMES** in public comments received to date:

- Support for shared-use path concept
- Support for bicycle lanes
- Support for pedestrian facilities and enhanced crossings
- Support for turn lanes to improve getting into and out of neighborhoods
- Provide for emergency vehicle access
- Minimize future roadway width to minimize impacts to private property
- Consider school buses and future transit service in the design

**NEXT STEPS** Once the City Council endorses the Corridor Concept Design Report, this project will move from the planning phase into the design phase. If City Council elects to fund the design phase of this project, then we will spend the next 2 years completing the design and permitting requirements. Council will be considering the Design Report on **Nov. 13th, Nov. 16th, and Dec. 4th**. Council will be discussing the transportation budget on **Oct. 30th**.

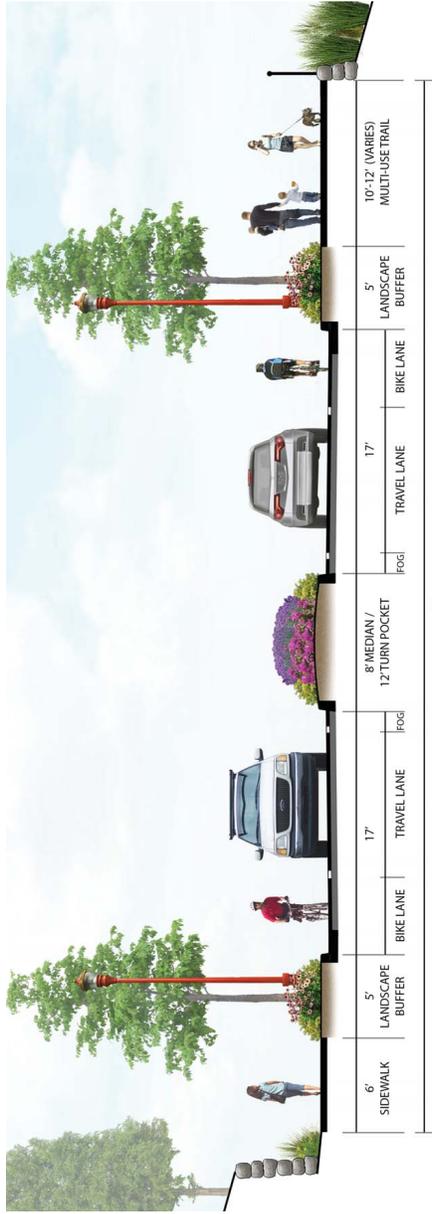


NEWPORT WAY NW – NEIGHBORHOOD MEETING

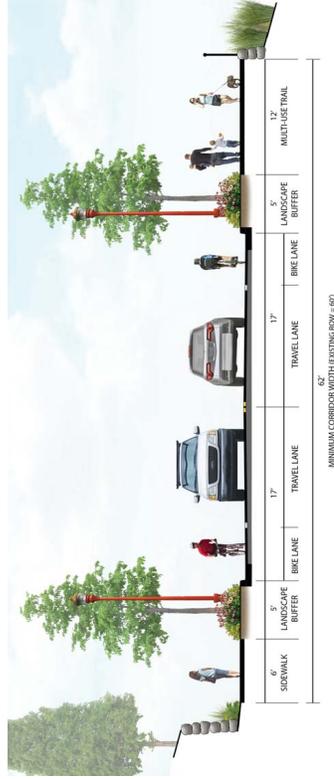
OCTOBER 23, 2017

ROADWAY SECTION

SE 54TH STREET TO  
COUGAR MOUNTAIN  
TRAILHEAD  
(LOOKING WEST)



COUGAR MOUNTAIN TRAILHEAD  
TO SR 900  
(LOOKING WEST)



**APPENDIX W**

*October 23, 2017 Public Open House - Public Comments Received*

this page intentionally left blank



## Newport Way: SR 900 to 54th Corridor Concept Open House Comments - October 22nd, 2017

| Comment  |
|--|
| At 54th St there are sightline issues turning left onto Newport way  |
| The Hildreth property is a good opportunity for a park.  |
| Can Newport way be diverted South to save trees along the Sammamish Pointe property line? Without those trees it can get very warm in the afternoon.   |
| Why isn't there a flying T at Sammamish pointe's SE entrance?  |
| Can the SW Corner of Oakcrest and Newport be a community space/bus stop?   |
| Can the bushes near the NW Entrance to Samm Pointe be trimmed back for increased sight distance?   |
| Consider offsetting road south to save trees at Samm Pointe's property line. It get's hot in the afternoon without them.   |
| Cut back the median at Sammamish Pointe on the Gateway Roundabout side.  |
| Add C-Curb at the SE bound LT lane into Sammamish Pointe.  |
| Why were the acceleration/deceleration lanes removed at Sammamish Pointe SE Entrance?  |
| Consider a raised intersection at Riva   |
| Look at turning movements and radii at Oakcrest  |
| Want a HAWK signal at trailhead.   |
| You have placed a pedestrian activated intersection that currently exists under study for the state park. I do not object to moving the crosswalk but the pedestrian activated light <b>MUST BE INCLUDED</b> . It was placed on Newport Way after a death & any plan that does not include it <b>IS TOTALLY UNACCEPTABLE</b> . |
| ^ Plus one, Ditto!   |
| HAWK Traffic lights @ SE 54th and Oakcrest Dr <b>ARE MUST HAVES</b> .  |
| Underground power lines, if you are spending this amount of money it would be foolish no to include.   |
| Newport Way development should probably be one of the highest priority timing projects of all those being considered by Issaquah because of all the new housing being added at Gateway, Gateway Sr, Riva, possibly Bergsma and maybe others.   |
| Need to identify areas for safe waiting/loading/unloading of school children. There are existing stops that have not moved in 25 years that can be identified now!   |
| City needs to keep residents input a priority when moving forward with the corridor project. Our current thoughts are not all being addressed as we are being told this is a somewhat "in works" design. Please keep the info for input open for dialogue.   |
|  |
|  |
|  |

this page intentionally left blank



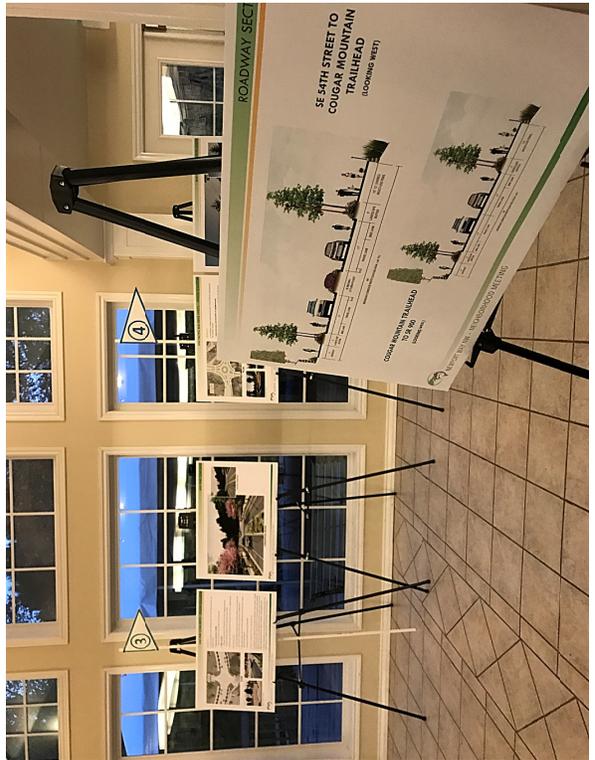
**APPENDIX X**

*October 23, 2017 Public Open House - Photos*

this page intentionally left blank



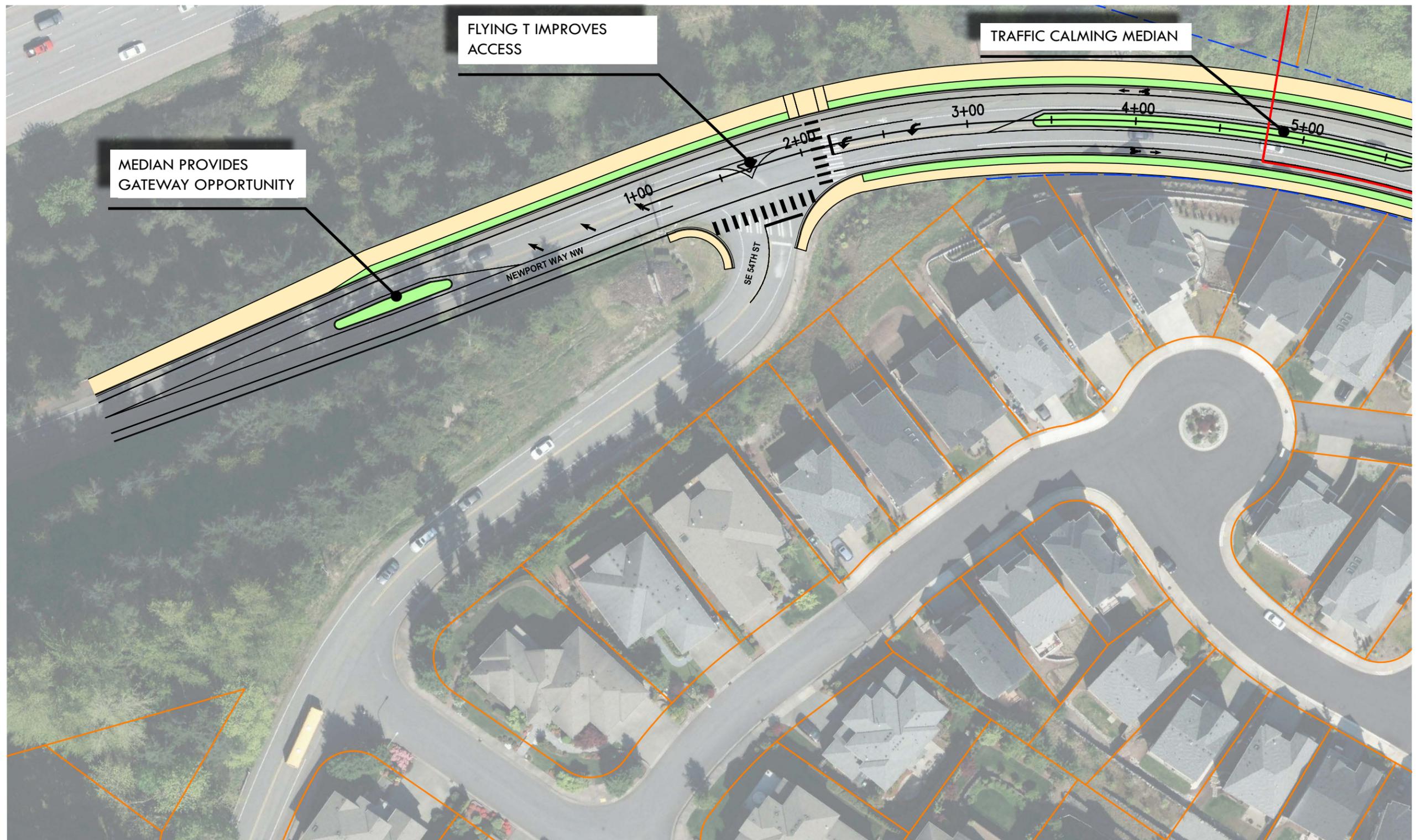




**APPENDIX Y**  
*Preferred Design*

this page intentionally left blank

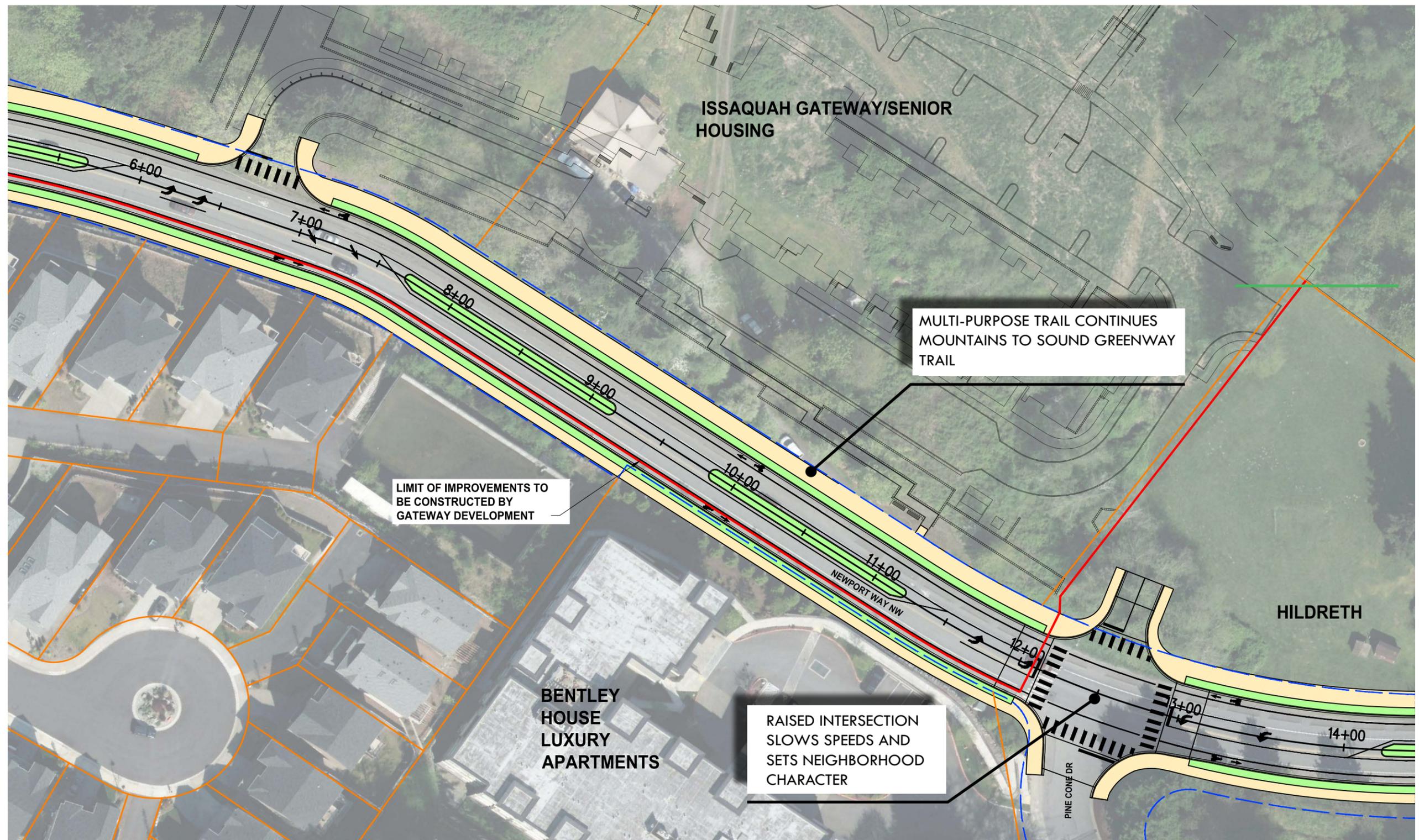


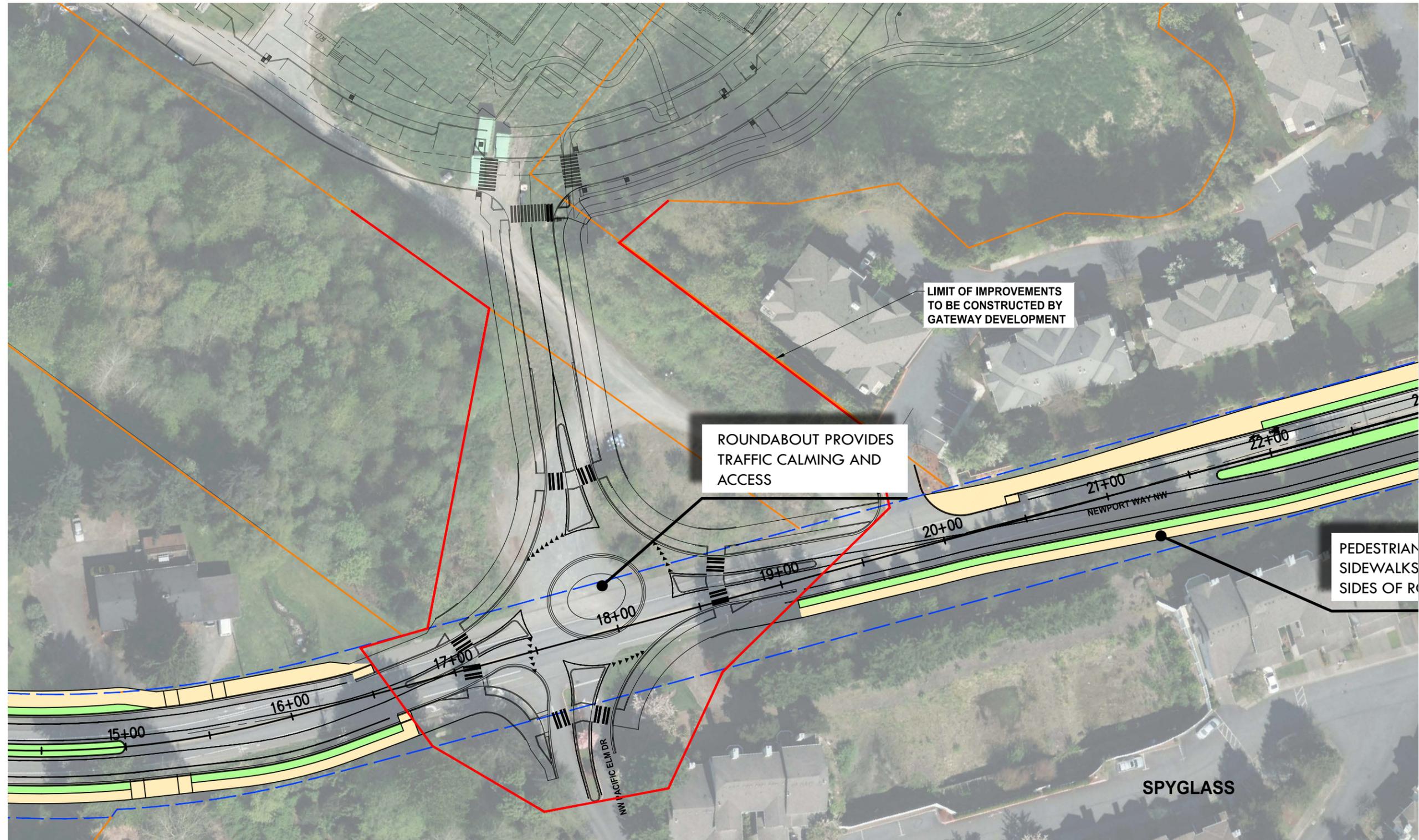


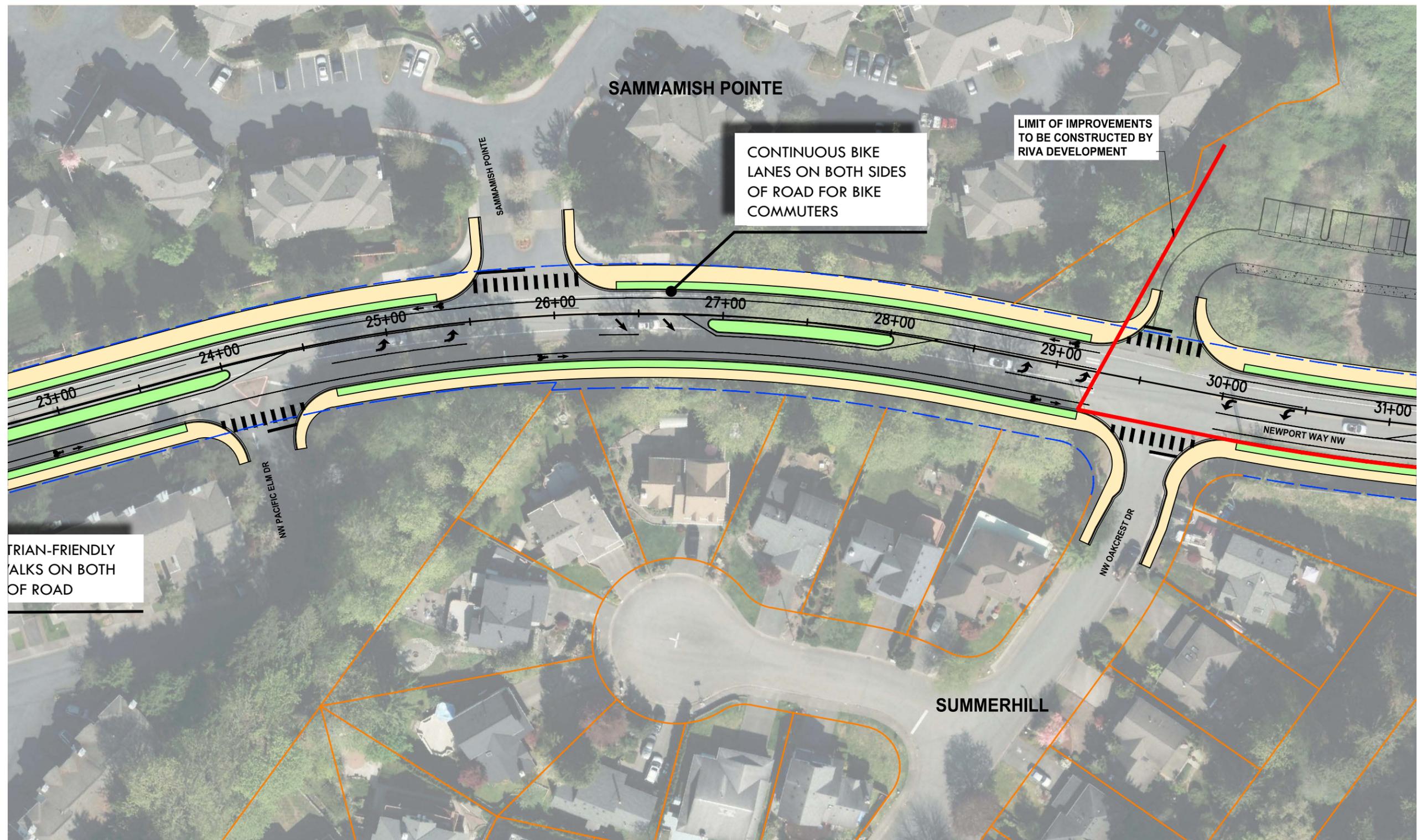
MEDIAN PROVIDES GATEWAY OPPORTUNITY

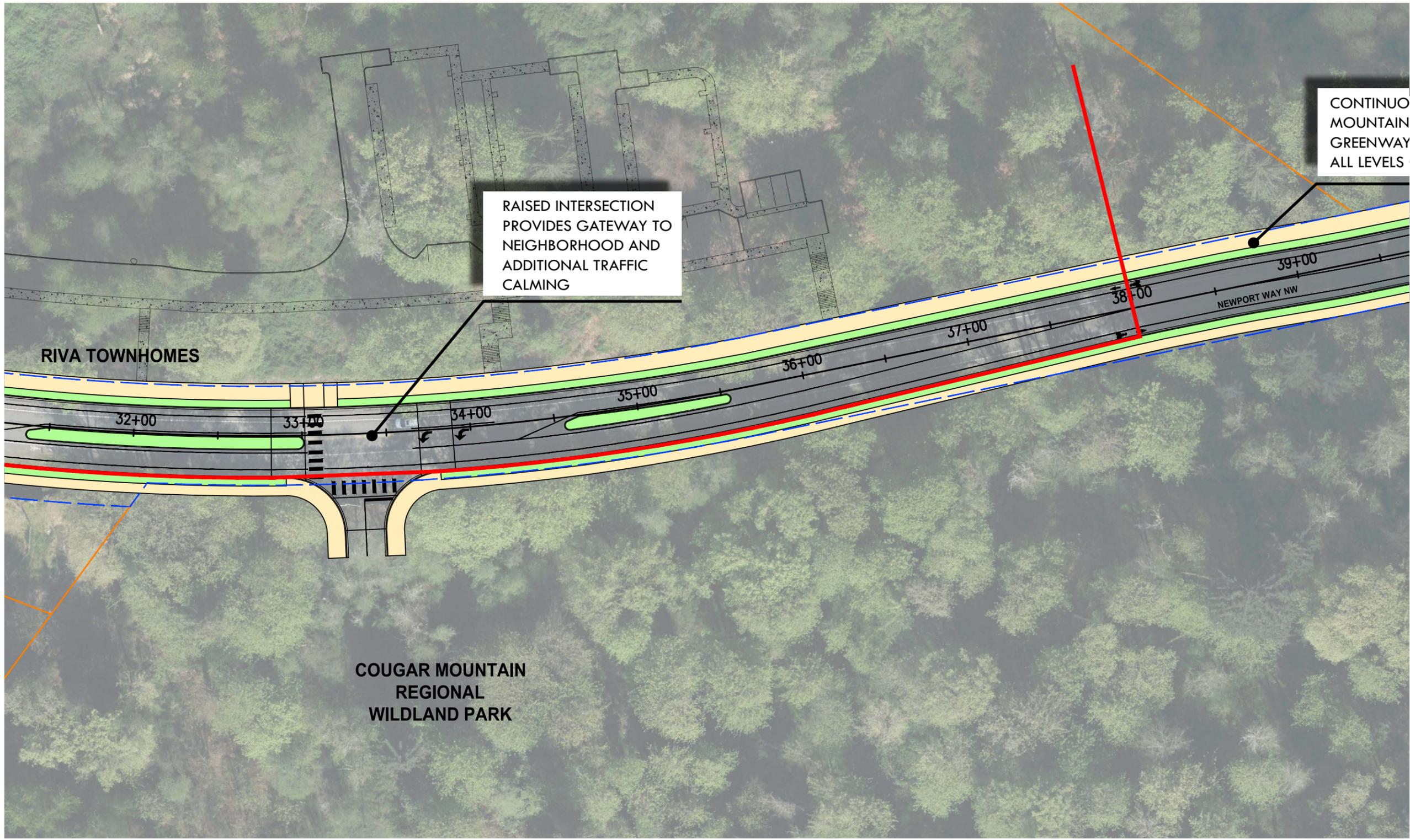
FLYING T IMPROVES ACCESS

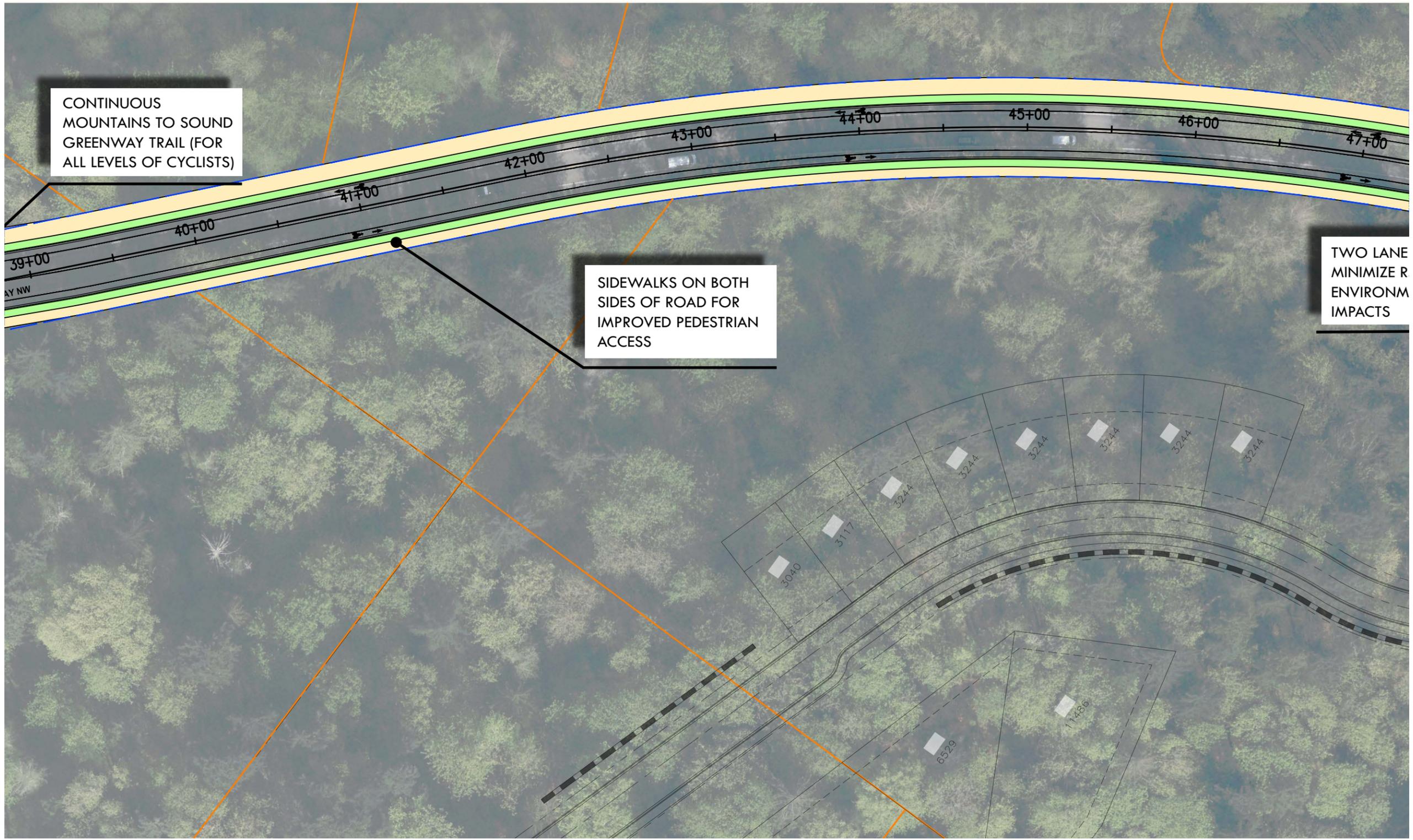
TRAFFIC CALMING MEDIAN







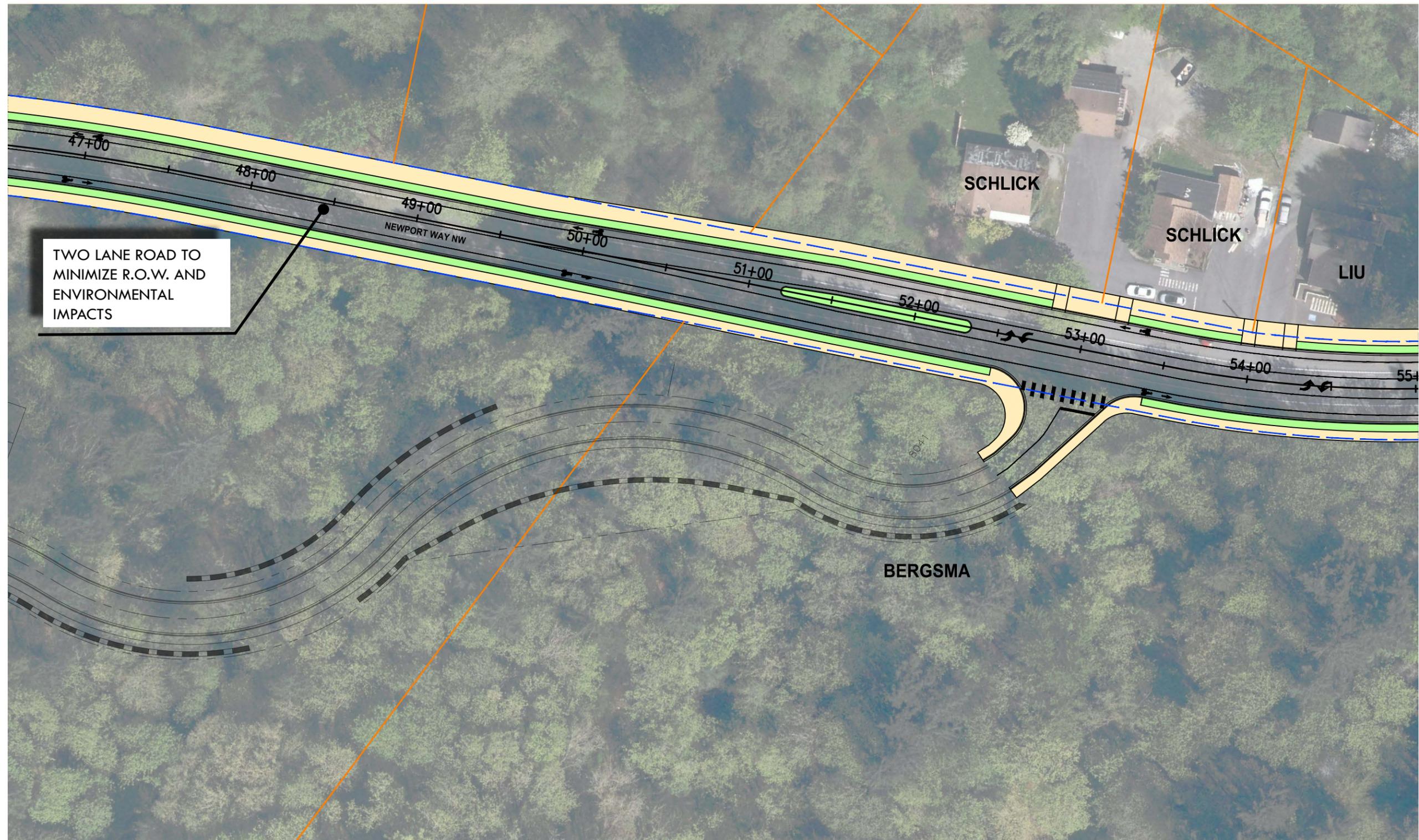


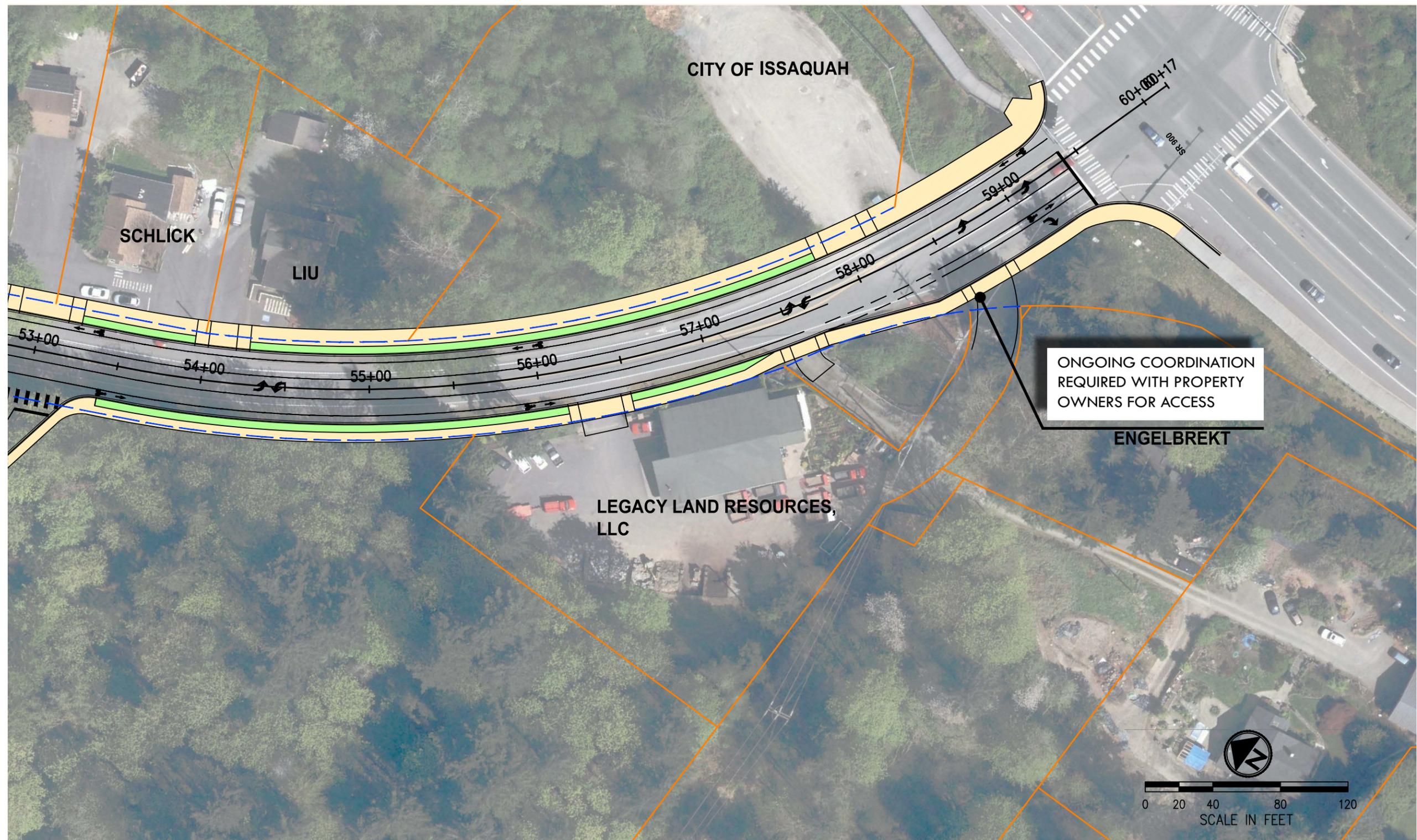


CONTINUOUS MOUNTAINS TO SOUND GREENWAY TRAIL (FOR ALL LEVELS OF CYCLISTS)

SIDEWALKS ON BOTH SIDES OF ROAD FOR IMPROVED PEDESTRIAN ACCESS

TWO LANE MINIMIZE R ENVIRONM IMPACTS





**APPENDIX Z**  
*Engineer's Opinion of Probable Cost*

this page intentionally left blank

**NEWPORT WAY CORRIDOR IMPROVEMENTS**  
from SE 54th Street to SR 900

VERSION 4

REVISED: 11/03/17

| Item No.                              | Spec. Section | Description   | Unit | Unit Price <sup>1</sup> | Quantity | Amount          |
|---------------------------------------|---------------|---|------|-------------------------|----------|-----------------|
| <b>CIVIL SITE FEATURES</b>            |               |   |      |                         |          |                 |
| 1                                     | 1-05          | Minor Change, Unexpected Site Changes                               | LS   | \$ 100,000.00           | 1        | \$ 100,000.00   |
| 2                                     | 1-05          | Construction Surveying (2% of Const. Subtotal)                      | LS   | \$ 309,500.00           | 1        | \$ 309,500.00   |
| 3                                     | 1-09          | Mobilization (8% of Const. Subtotal)                                | LS   | \$ 1,215,500.00         | 1        | \$ 1,215,500.00 |
| 4                                     | 1-10          | Project Temporary Traffic Control (12%)                             | LS   | \$ 1,856,779.68         | 1        | \$ 1,856,779.68 |
| 5                                     | 1-10          | Pedestrian Traffic Control  | LS   | \$ 100,000.00           | 1        | \$ 100,000.00   |
| 6                                     | 2-03          | Earthwork - Medium (2'-4' Grading)                                  | SF   | \$ 1.25                 | 148,220  | \$ 185,275.00   |
| 7                                     | 2-03          | Removals  | SF   | \$ 1.85                 | 370,550  | \$ 685,517.50   |
| 8                                     | 4-04          | Gravel Borrow   | TON  | \$ 25.00                | 16,090   | \$ 402,250.00   |
| 9                                     | 4-04          | Crushed Surfacing Top Course  | TON  | \$ 35.00                | 4,030    | \$ 141,050.00   |
| 10                                    | 5-04          | HMA CI. 1/2" PG 64-22   | TON  | \$ 100.00               | 7,110    | \$ 711,000.00   |
| 11                                    | 5-05          | Raised Cement Concrete Intersection                                 | CY   | \$ 400.00               | 310      | \$ 124,000.00   |
| 12                                    | 6-13          | Structural Earth Walls  | SF   | \$ 85.00                | 16,500   | \$ 1,402,500.00 |
| 13                                    | 8-01          | Erosion Control and Water Pollution                                 | LS   | \$ 285,250.00           | 1        | \$ 285,250.00   |
| 14                                    | 8-04          | Cement Concrete Curb and Gutter                                     | LF   | \$ 20.00                | 12,899   | \$ 257,976.00   |
| 15                                    | 8-19          | Safety Railing  | LF   | \$ 180.00               | 5,500    | \$ 990,000.00   |
| 16                                    | 8-31          | Joint Utility Trench  | LF   | \$ 285.00               | 6,000    | \$ 1,710,000.00 |
| 17                                    | 8-33          | Miscellaneous Utilities (Adjustments & Relocations)                 | SF   | \$ 1.25                 | 370,550  | \$ 463,187.50   |
| 18                                    | 8-22          | Pavement Markings   | LS   | \$ 125,000.00           | 1        | \$ 125,000.00   |
| <b>SIDEWALK ITEMS</b>                 |               |   |      |                         |          |                 |
| 19                                    | 8-14          | Cement Concrete Sidewalk and Shared Use Path                        | SY   | \$ 50.00                | 10,370   | \$ 518,500.00   |
| 20                                    | 8-14          | Perpendicular Curb Ramp   | EA   | \$ 2,200.00             | 24       | \$ 52,800.00    |
| 21                                    | 8-31          | Urban Design Elements (Street Furniture, Trash/Recycle Receptacles) | LS   | \$ 20,000.00            | 1        | \$ 20,000.00    |
| <b>STORMWATER SYSTEM</b>              |               |   |      |                         |          |                 |
| 22                                    | 7-05          | Drainage System - New   | LF   | \$ 125.00               | 4,800    | \$ 600,000.00   |
| 23                                    | 7-05          | Drainage System - Flow Control                                      | LS   | \$ 300,000.00           | 1        | \$ 300,000.00   |
| 24                                    | 7-05          | Drainage System - Water Quality                                     | LS   | \$ 500,000.00           | 1        | \$ 500,000.00   |
| 25                                    | 7-05          | Culvert Crossing Replacement  | LF   | \$ 3,800.00             | 900      | \$ 3,420,000.00 |
| <b>SEWER MAIN SYSTEM</b>              |               |   |      |                         |          |                 |
| 26                                    | 7-05          | Sewer Main System - Modify  | LF   | \$ 50.00                | 5,700    | \$ 285,000.00   |
| <b>LANDSCAPE / PLANTING MATERIALS</b> |               |   |      |                         |          |                 |
| 27                                    | 8-02          | Trees and Plantings   | LF   | \$ 15.00                | 6,000    | \$ 90,000.00    |
| 28                                    | 8-02          | Topsoil and Bark Mulch  | CY   | \$ 50.00                | 3,217    | \$ 160,858.02   |
| 29                                    | 8-02          | Property Restoration  | LS   | \$ 85,000.00            | 1        | \$ 85,000.00    |
| 30                                    | 8-03          | Irrigation System, Complete   | LS   | \$ 153,000.00           | 1        | \$ 153,000.00   |
| 31                                    | 8-05          | Signature Gateway Treatments  | LS   | \$ 150,000.00           | 1        | \$ 150,000.00   |
| <b>ILLUMINATION ITEMS</b>             |               |   |      |                         |          |                 |
| 32                                    | 8-20          | Roadway & Pedestrian Illumination, Complete                         | LF   | \$ 250.00               | 4,800    | \$ 1,200,000.00 |
| <b>SIGNALIZATION ITEMS</b>            |               |   |      |                         |          |                 |
| 33                                    | 8-20          | Traffic Signal, Modification at SR 900                              | EA   | \$ 175,000.00           | 1        | \$ 175,000.00   |
| 34                                    | 8-20          | Rectangular Rapid Flash Beacon (RRFB)                               | EA   | \$ 70,000.00            | 4        | \$ 280,000.00   |

|  |                         |
|--|-------------------------|
| <b>Subtotal</b>                          | <b>\$ 18,954,943.71</b> |
| Contingency (20%)                        | \$ 3,790,988.74         |
| <b>Total Estimated Construction Cost</b> | <b>\$ 22,745,932.45</b> |
| Estimated City Administration Fee        | \$ 315,000.00           |
| Estimated CM and Inspection (15%)        | \$ 3,411,889.87         |
| Inflation for 3-years (at 5%/year)       | \$ 3,585,327.60         |
| <b>Total CN Phase</b>                    | <b>\$ 30,058,149.92</b> |

|   |                        |
|---|------------------------|
| Prepare Plans, Specs and Estimate (15%) | \$ 3,411,889.87        |
| Estimated City Administration Fee       | \$ 190,000.00          |
| JUT Design (PSE Schedule 74)            | \$ 410,400.00          |
| NEPA (DCE Assumed)                      | \$ 150,000.00          |
| Title Reports (14 Parcels Assumed)      | \$ 11,200.00           |
| Prepare Right of Way Plans              | \$ 90,000.00           |
| Project Funding Estimate                | \$ 40,000.00           |
| Management Reserve (15%)                | \$ 645,523.48          |
| <b>Total PE Phase Cost</b>              | <b>\$ 4,949,013.35</b> |

|                                     |                        |
|-------------------------------------|------------------------|
| Estimated City Administration Fee   | \$ 125,000.00          |
| Legal Descriptions (Estimated 14)   | \$ 35,000.00           |
| Appraisals (Estimated 14)           | \$ 70,000.00           |
| Administrative Offers (Estimated 6) | \$ 12,000.00           |
| Review Appraisals                   | \$ 14,000.00           |
| Negotiations                        | \$ 48,000.00           |
| Right of Way Acquisition            | \$ 1,801,000.00        |
| Inflation for 3-years (at 10%/year) | \$ 1,112,160.00        |
| Management Reserve (15%)            | \$ 482,574.00          |
| <b>Total RW Phase Cost</b>          | <b>\$ 3,699,734.00</b> |

**NEWPORT WAY PROJECT COSTS**

|                 |                         |
|-----------------|-------------------------|
| <b>Subtotal</b> | <b>\$ 38,706,897.27</b> |
|-----------------|-------------------------|

- Unit prices are based on 2016-2017 bid tabs
- Project estimate based on preferred concept as described in Dec. 2017 design report
- Assume OH power will be placed in the joint utility trench (Schedule 74)
- Assume fiber optics to remain in place
- Assume water main in good condition and to remain. Improvements include adjustments to grade and fire hydrant relocations
- Assume Riva improvements have been constructed per CIP plans (from south curb to north back of walk)
- Assume Gateway Senior Development has been constructed per the preferred concept as described in Dec. 2017 design report (from south curb to north back of walk)
- Assume roundabout at Gateway Development has been constructed per HOA meeting (Aug 2017)
- Cost estimate for culvert replacement assumes 150 LF per culvert and localized stream restoration (approx. \$557,630/culvert location)
- Federally Funded ROW. \$70/sf is based on KC Maps Assessors Maps. assume \$25/sf for easement (includes attorney fees)
- Irrigation System. Complete includes the purchase and installation of (2) - 1" water meters
- Misc. Utilities include adjustments to grade or relocations of JBs, valves, etc.
- Sewer modifications include adjust MH to grade, new risers, rotating cones, adding new MHS, etc.
- Assume Bergsma does NOT build frontage improvements



Puget Sound Regional Council

## PSRC's 2017 DRAFT TRANSPORTATION ALTERNATIVES PROGRAM SCHEDULE

- **July 31** – Release Call for Projects
- **August 8 – 11**– Workshops in each of the four counties
- **September 20** - Project applications due to PSRC
- **October 9** - Scoring complete by PSRC
- **October 23 - 27** – Project Selection Committee meetings
- **November 9** – Transportation Policy Board releases projects for public comment
- **January 11** – Transportation Policy Board project funding recommendation
- **January 25** – Executive Board approves projects for funding
- **February 2018** – Approval into State TIP, funds available to projects

**City of Issaquah  
Multi-Year Capital Project**

|  |   |
|--|---|
| <b>Project:</b>                            | TR 022 NW Newport Way - SR-900 to SE 54th St  |
| <b>Department:</b>                         | PWE   |
| <b>Project Manager:</b>                    | Brianne Ross  |
| <b>Partner Department:</b>                 | DSD   |
| <b>Year Identified:</b>                    | 2016  |
| <b>Completion Year:</b>                    | 2021  |
| <b>Strategic or Master Plan Reference:</b> |   |
| <b>Program Reference:</b>                  |   |
| <b>Project Priority:</b>                   | Desirable   |
| <b>Project Score:</b>                      | 74  |
| <b>Asset Category:</b>                     | Street  |
| <b>Location:</b>                           | NW Newport Way from SR-900 to SE 54th St  |
| <b>Related Projects:</b>                   | Several private development projects will construct frontage improvements along the corridor.   |
| <b>Brief Project Overview:</b>             | <p>Intersection controls and access management will be used to manage safety, access, and mobility along the corridor. The future configuration of Newport Way NW is currently proposed to include:</p> <ul style="list-style-type: none"> <li>• One 10 foot travel lane and 5 foot bike lane in each direction</li> <li>• 8 foot landscaped central median or 12 foot left turn pocket where required</li> <li>• 6 foot landscape buffers on both sides of the roadway</li> <li>• 6 foot sidewalk on the south side of Newport Way NW</li> <li>• 10 foot mixed use facility for the Mountains to Sound Greenway and to meet the sidewalk requirements for a Parkway on the north side of Newport Way NW</li> </ul>   |
| <b>Justification:</b>                      | <p>The Newport Way corridor from SR 900 to SE 54th St was examined in the 2015 Pedestrian Crossing Study and discussed in the Central Issaquah Plan.</p> <p>Safety - Reduces conflicts between modes, vehicle speeds, and hazards.<br/>         Non-motorized Mobility - Improve non-motorized network connectivity for both pedestrians and bicyclists.<br/>         Accessibility - Supports ADA Transition Plan.<br/>         External Finances Available - Potential grant candidate.<br/>         Coordination - Capitalizes on developer improvements to complete improvements along a corridor.</p>  |
| <b>Detailed Project Description:</b>       | <p>This project will examine access management and various intersection controls. While the 2015 Pedestrian Crossing Study recommended roundabout intersection controls, roundabouts may not be feasible at all locations, in which case other controls or access management/restrictions for intersections may be considered to provide safe pedestrian crossings, adequate vehicle level-of-service, and safety for all modes.</p> <p>This project is currently financed only through City funds. It is anticipated that the City will identify potential external funding mechanisms and prepare appropriate grant applications during the preliminary design phase of this project.</p> <p>2016 - Survey Corridor<br/>         2017 - Preliminary Concept Design - Examines potential intersection and driveway treatment alternatives. Includes significant community engagement and developer coordination<br/>         2018/2019 - Design &amp; Right of Way acquisition<br/>         2020/2021 - Construction</p> |
| <b>Description of Operating Impacts:</b>   |   |

City of Issaquah  
Multi-Year Capital Project

Project:

TR 022 NW Newport Way - SR-  
900 to SE 54th St

| Capital Budget       | Previous Years       | 5-Year Capital Improvement Plan |                     |                      |                     |             | Future Years Total |
|----------------------|----------------------|---------------------------------|---------------------|----------------------|---------------------|-------------|--------------------|
|                      |                      | 2018                            | 2019                | 2020                 | 2021                | 2022        |                    |
| Sources/Funding      | Appropriated to Date | Budget                          | Budget              | Budget               | Budget              | Budget      | Budget             |
| REET-1               | \$ -                 | \$ 1,219,437                    | \$ -                | \$ -                 | \$ -                | \$ -        | \$ -               |
| Grant-State          | \$ -                 | \$ -                            | \$ 2,500,000        | \$ -                 | \$ -                | \$ -        | \$ -               |
| Debt-Bond Issue      | \$ -                 | \$ -                            | \$ -                | \$ 11,356,000        | \$ 9,292,025        | \$ -        | \$ -               |
| General Fund         | \$ 318,000           | \$ -                            | \$ -                | \$ -                 | \$ -                | \$ -        | \$ -               |
| <b>Total Sources</b> | <b>\$ 318,000</b>    | <b>\$ 1,219,437</b>             | <b>\$ 2,500,000</b> | <b>\$ 11,356,000</b> | <b>\$ 9,292,025</b> | <b>\$ -</b> | <b>\$ -</b>        |

| Uses/Costs                  | Appropriated to Date | Budget              | Budget              | Budget               | Budget              | Budget      | Budget      |
|-----------------------------|----------------------|---------------------|---------------------|----------------------|---------------------|-------------|-------------|
| Planning-Design-Engineering | \$ 318,000           | \$ 1,042,254        | \$ 1,800,000        | \$ -                 | \$ -                | \$ -        | \$ -        |
| Construction or Contractor  | \$ -                 | \$ -                | \$ 335,620          | \$ 9,664,380         | \$ 7,908,106        | \$ -        | \$ -        |
| Art Fund Contribution       | \$ -                 | \$ -                | \$ 1,678            | \$ 48,322            | \$ 39,541           | \$ -        | \$ -        |
| Inflation                   | \$ -                 | \$ 20,845           | \$ 42,712           | \$ 193,288           | \$ 158,162          | \$ -        | \$ -        |
| Contingency                 | \$ -                 | \$ 156,338          | \$ 319,990          | \$ 1,450,011         | \$ 1,186,216        | \$ -        | \$ -        |
| <b>Total Uses</b>           | <b>\$ 318,000</b>    | <b>\$ 1,219,437</b> | <b>\$ 2,500,000</b> | <b>\$ 11,356,000</b> | <b>\$ 9,292,025</b> | <b>\$ -</b> | <b>\$ -</b> |

|                                   |      |      |      |      |      |      |      |
|-----------------------------------|------|------|------|------|------|------|------|
| Capital Sources Over (Under) Uses | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
|-----------------------------------|------|------|------|------|------|------|------|

| Operating Impacts                      | Appropriated to Date | Budget      | Budget      | Budget      | Budget      | Budget      | Budget      |
|--|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Revenue</b>                         |                      |             |             |             |             |             |             |
| Operating Revenue Sources              | \$ -                 | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| <b>Total Operating Revenues</b>        | <b>\$ -</b>          | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> |
| <b>One-time Expenditures</b>           |                      |             |             |             |             |             |             |
| Expenditure Type                       | \$ -                 | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| <b>Sub-total One-time Expenditures</b> | <b>\$ -</b>          | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> |
| <b>On-going Expenditures</b>           |                      |             |             |             |             |             |             |
| Operating Expenditures                 | \$ -                 | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| <b>Sub-total On-going Expenditures</b> | <b>\$ -</b>          | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> |
| <b>Total Operating Impact</b>          | <b>\$ -</b>          | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> |

| Capital Project Performance |                                  |                           |
|-----------------------------|----------------------------------|---------------------------|
| Overall Project Sources     | Estimate Project To-Date Actuals | Overall Sources Remaining |
| \$ 1,219,437                | \$ -                             | \$ 1,219,437              |
| \$ 2,500,000                | \$ -                             | \$ 2,500,000              |
| \$ 20,648,025               | \$ -                             | \$ 20,648,025             |
| \$ 318,000                  | \$ 318,000                       | \$ -                      |
| <b>\$ 24,685,462</b>        | <b>\$ 318,000</b>                | <b>\$ 24,367,462</b>      |

| Overall Project Uses | Project To-Date Actuals | Overall Uses Remaining |
|----------------------|-------------------------|------------------------|
| \$ 3,160,254         | \$ 318,000              | \$ 2,842,254           |
| \$ 17,908,106        | \$ -                    | \$ 17,908,106          |
| \$ 89,541            | \$ -                    | \$ 89,541              |
| \$ 415,007           | \$ -                    | \$ 415,007             |
| \$ 3,112,554         | \$ -                    | \$ 3,112,554           |
| <b>\$ 24,685,462</b> | <b>\$ 318,000</b>       | <b>\$ 24,367,462</b>   |

|      |      |      |
|------|------|------|
| \$ - | \$ - | \$ - |
|------|------|------|

| Overall Operating Impact     | Operating To-Date Actuals |
|------------------------------|---------------------------|
| <b>Revenues</b>              |                           |
| \$ -                         | \$ -                      |
| \$ -                         | \$ -                      |
| <b>One-time Expenditures</b> |                           |
| \$ -                         | \$ -                      |
| \$ -                         | \$ -                      |
| <b>On-going Expenditures</b> |                           |
| \$ -                         | \$ -                      |
| \$ -                         | \$ -                      |
| \$ -                         | \$ -                      |

# NEWPORT WAY NW IMPROVEMENTS

SE 54<sup>TH</sup> Street to SR 900  
Corridor Concept

AB 7486

Approve the preferred concept  
recommended in the design report?



City Council Regular Meeting

December 4, 2017

# Purpose of this Meeting

## Agenda:

- Discuss Project Goals
- Describe Process
- Present Preferred Concept
- Answer Questions



## Project Goals

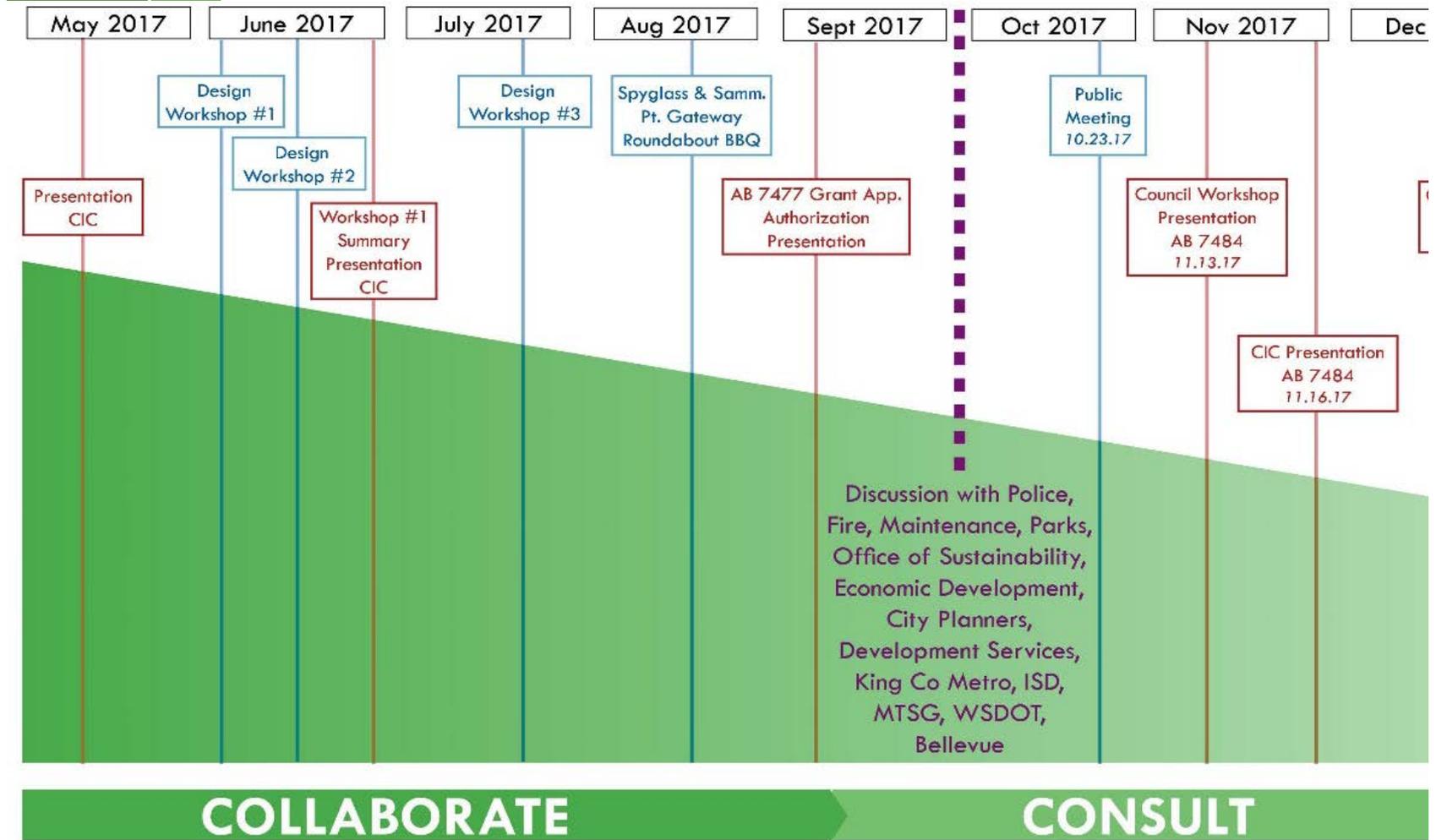
- Improve pedestrian and bicycle facilities
- Improve vehicle access to neighborhoods
- Accommodate future traffic demands
- Maintain or enhance the corridor character
- Provide continuous improvements throughout the corridor



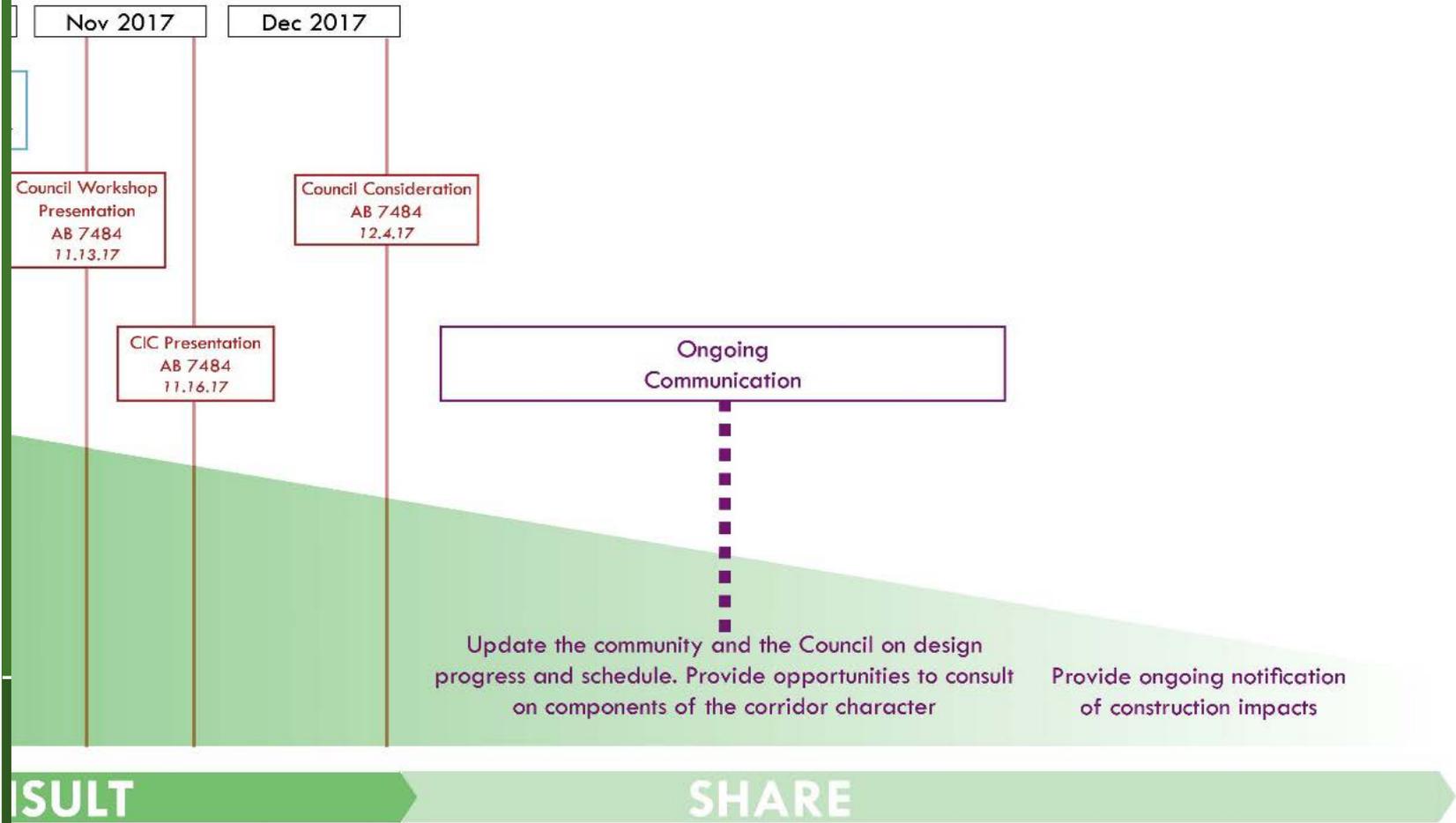
City Council Regular Meeting

December 4, 2017

# Pilot Public Engagement Process



# Pilot Public Engagement Process



# October 23<sup>rd</sup> Open House Public Feedback



# Community Concerns

- Driveway widths
- Sight distance
- Turning movements and restrictions at SR 900
- Construction phasing and traffic control by developers
- Intersection control at Oakcrest Drive and Riva townhomes



City Council Regular Meeting

December 4, 2017

# Traffic Control at Oakcrest Drive & Riva Townhomes

- With project improvements, the intersection is forecast to operate at LOS D in 2040
- Request for traffic signal or all-way stop control at intersection
  - Side street traffic volumes are too low and do not meet minimum criteria\*
  - Negative issues would outweigh benefits

*\*US DOT Manual on Urban Traffic Control Devices (MUTCD).*

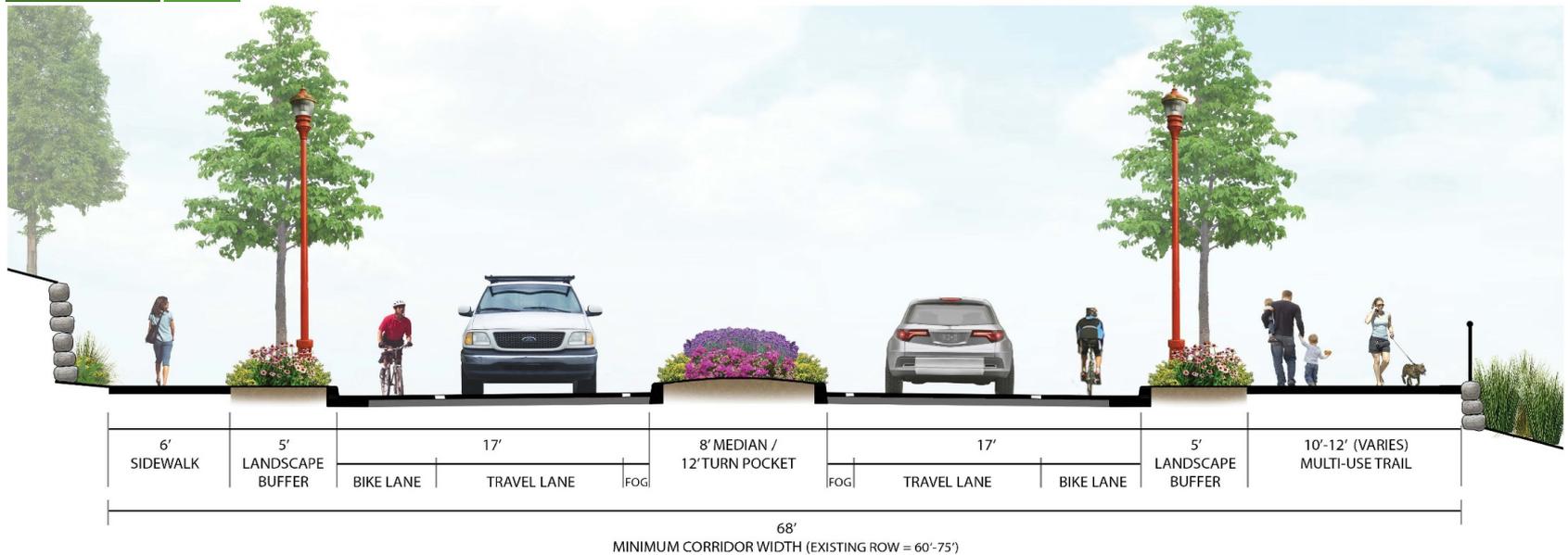


City Council Regular Meeting

December 4, 2017

# Preferred Concept Cross Section

Newport Way NW cross section between SE 54<sup>th</sup> Street and Cougar Mountain Trailhead.



## City Council Regular Meeting

December 4, 2017



## Corridor Character



# Vicinity Map



# SE 54<sup>th</sup> Street



# SE 54<sup>th</sup> Street



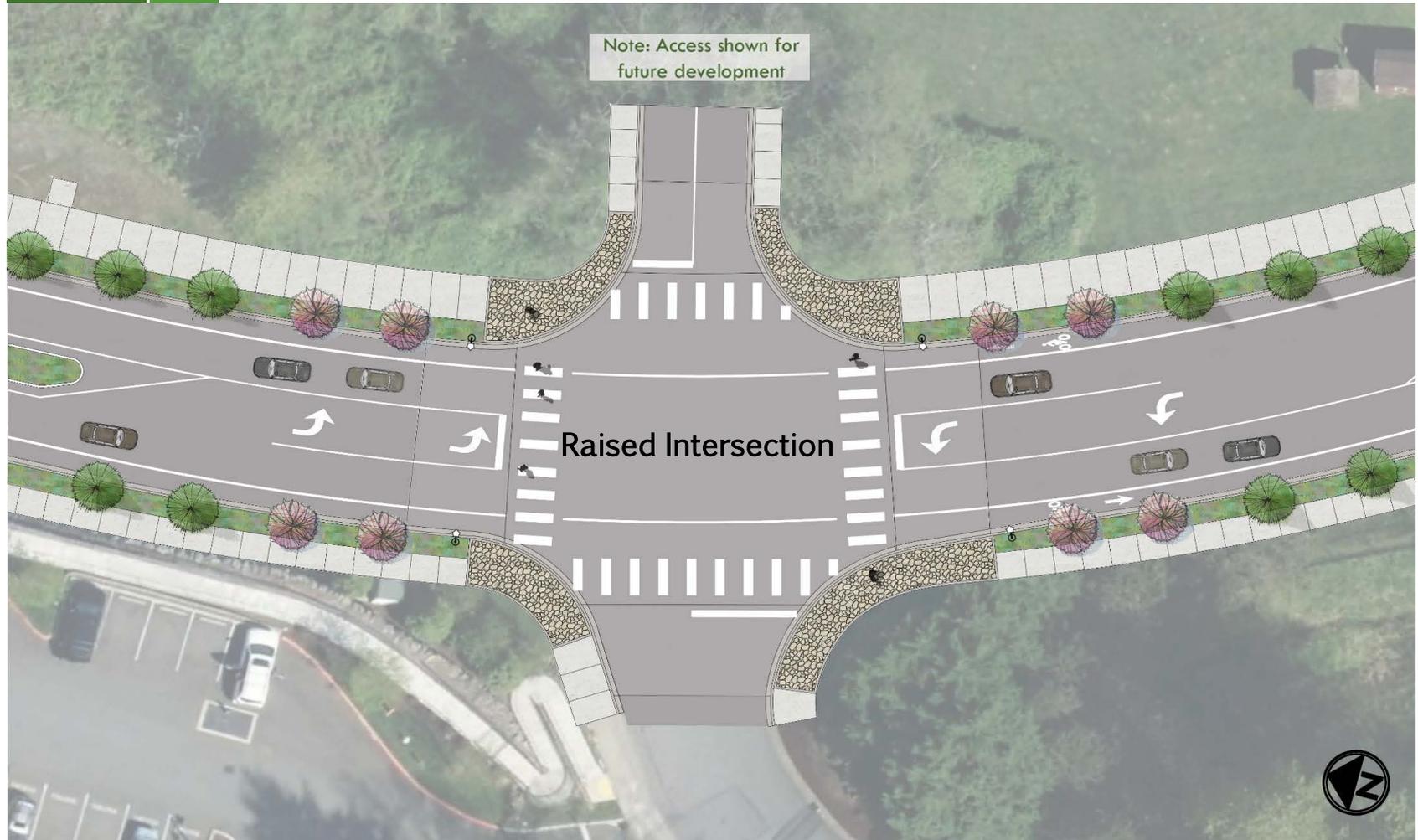
City Council Regular Meeting

December 4, 2017

# Gateway Senior Housing Access

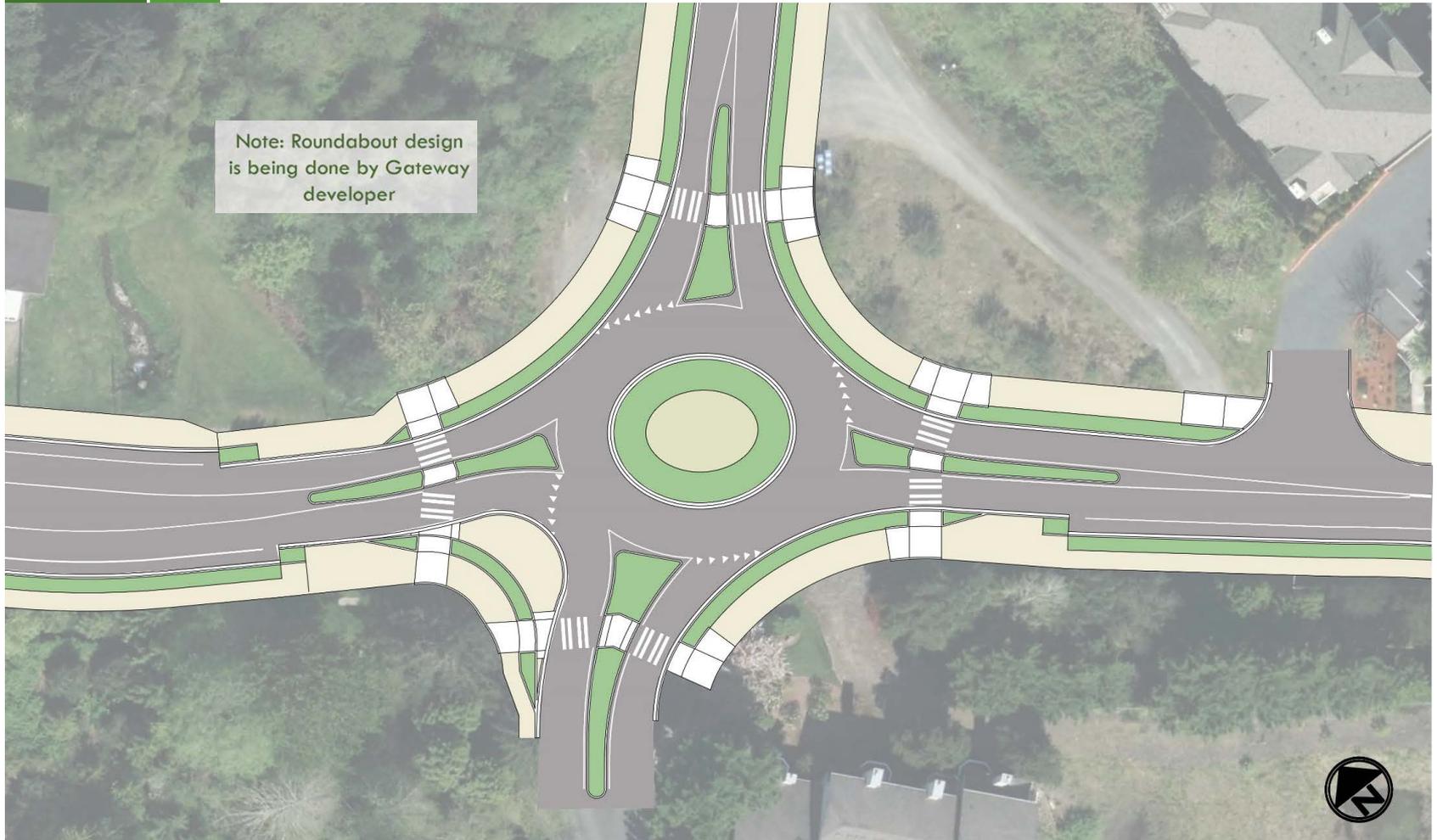


# Pine Cone Drive NW



# NW Pacific Elm Dr/Gateway Apartments

Note: Roundabout design  
is being done by Gateway  
developer



# NW Pacific Elm Dr/Gateway Apartments



City Council Regular Meeting

December 4, 2017

# NW Pacific Elm Drive (east access)/ Sammamish Pointe



City Council Regular Meeting

December 4, 2017

# NW Oakcrest Dr/Riva Townhomes



# Cougar Mountain Trailhead



# Cougar Mountain Trailhead



City Council Regular Meeting

December 4, 2017

# Bergsma Homes Access

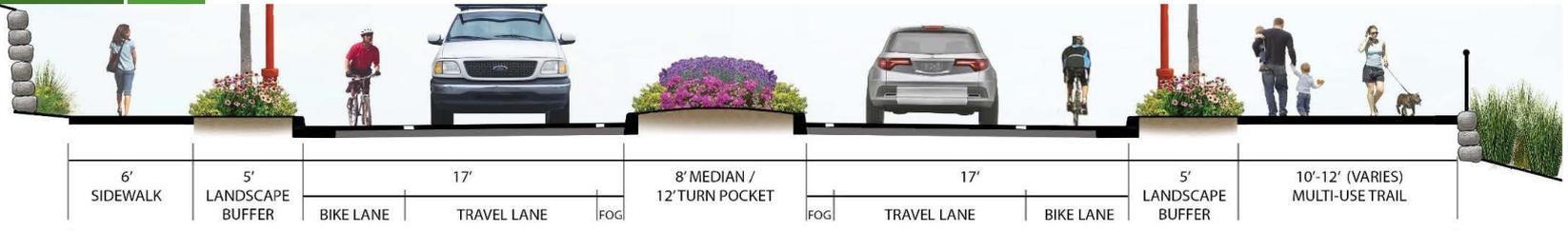


# SR 900



## Design Elements Determined:

- Project footprint (cross-section)



- Intersection design
  - Lane configuration (left turn lanes)
  - Method of control (stop signs on side streets & Gateway roundabout)
  - 2 raised intersections at a minimum

## Examples of Design Items to be Determined:

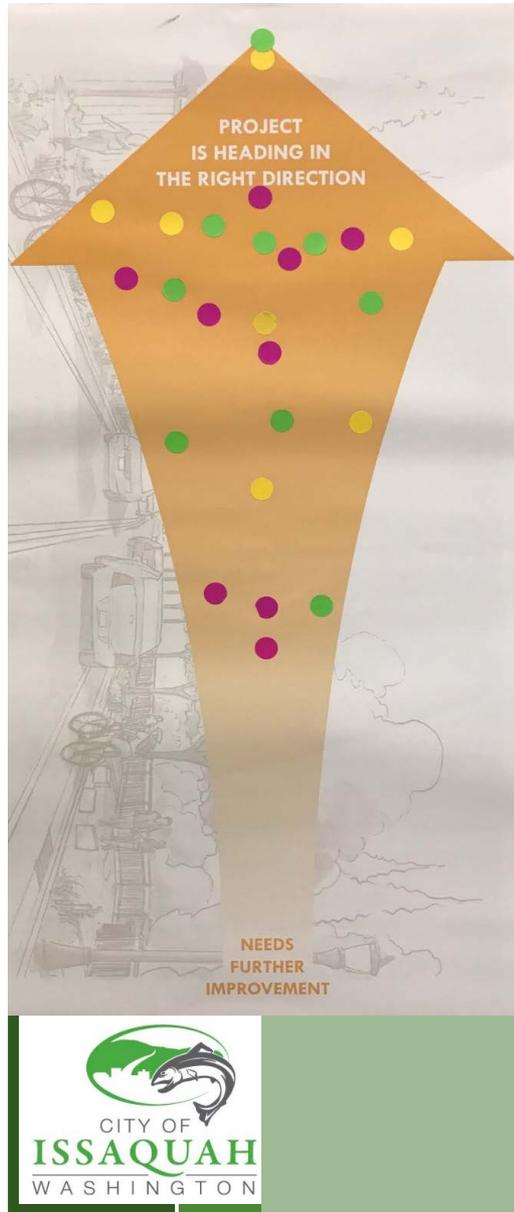
- Vertical profiles
- Additional traffic calming elements
- Tree and planting species and locations
- Wall type, facade, and exact layout
- Driveway widths
- Utility locations and upgrades
- Right-of-way needs
- Construction phasing and traffic control



City Council Regular Meeting

December 4, 2017

# Council Action



Shall the City Council approve the preferred concept recommended in the design report?